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No. 144, 13th YEAR, JUNE, 1966

Published first Thursday of the month

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NEAR LAUNCHING DATE FOR BRITAIN'S POLARIS SUBMARINE H.M.S. RESOLUTION— FIRST PICTURE

Massive 400-ft. hull

FORMER submariners would hardly recognise the massive hull now nearing launch date on the stocks at Messrs. Vickers (Shipbuilding) yard at Barrow-in-Furness.

H.M.S. Resolution, Britain's first Polaris submarine, is more than 400 feet long and displaces over 7,000 tons. She is a very different ship from the many "S" and "T" class boats built in this yard during the last war.

Alongside Resolution, on the adjacent slip, is a sizeable section of the hull of H.M.S. Repulse, the third of Britain's Polaris submarines and the second to be built at Vickers. Meanwhile, Fleet nuclear

submarine progress is much in evidence. H.M.S. Valiant returned to Barrow on May 19 after successful completion of contractors' sea trials, while her sister ship H.M.S. Warspite is in the water and fitting out. A third ship of the class, the Churchill, will be laid down shortly.

Resolution herself has reached a most interesting stage in her construction. The staccato sound of the chipping hammers has died away and been replaced by the brilliance of the welder's arc, as equipment is installed and welded to bedplates.

DID NOT KNOW

It is indeed surprising to find, even after all that has been written about Polaris and the deterrent in the press, the lack of knowledge in some quarters about these boats and the powerful weapons they carry.

For example, a certain common article normally issued to a nuclear submarine, was demanded by Resolution from a Ministry of Defence department.

The stores note was returned to the ship endorsed, "Stores cannot be issued as Resolution is a Polaris submarine, not a nuclear submarine."

A Polaris submarine is a nuclear-propelled submarine, fitted with 16 missile tubes. Each tube is loaded with a nuclear warhead missile.

In addition to the sophisticated missile, fire control and ship's propulsion, the ship contains many other new systems, each a masterpiece of engineering in its own right.

The navigation equipment, for example, is amazingly accurate, and the air purification allows the submarine to

operate throughout its eight-week patrol without surfacing or using a snorkel.

In order that the crew will be fully trained, it has been necessary for ratings to join many months before commissioning. A Polaris crew numbers well over 100 men, and for each boat there are two full crews.

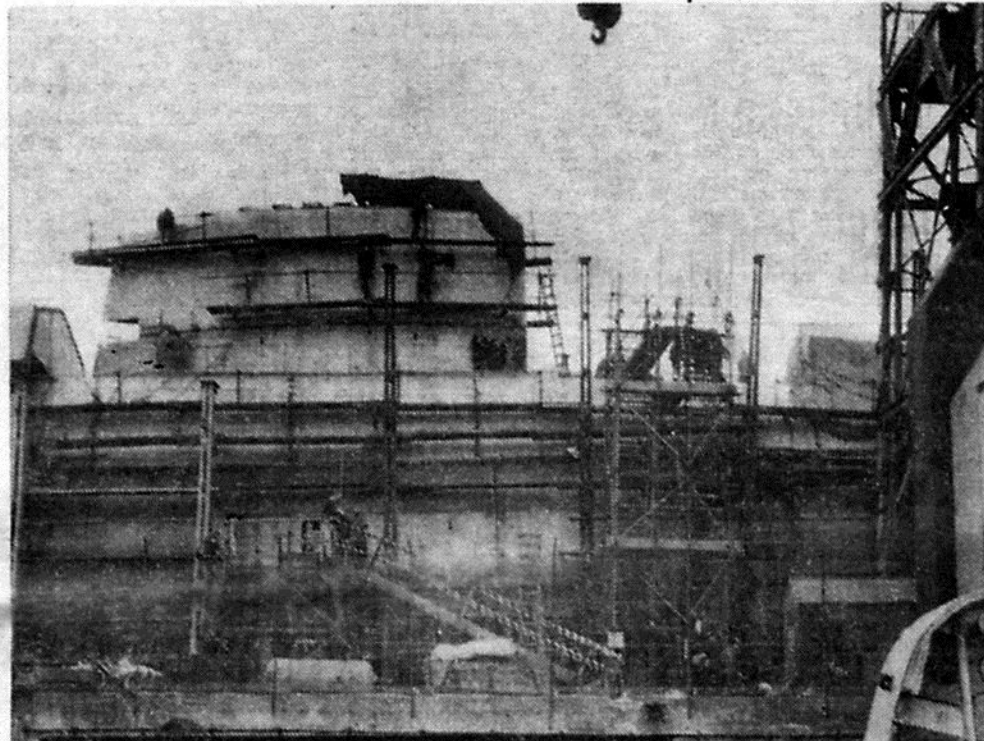
Seven classroom blocks have been built or modernised, and a cinema capable of seating 100 is nearing completion at Barrow.

ONE PORTION

Commander M. C. Henry, R.N., Captain of Resolution, has recently arrived to command his team of rapidly-expanding key officers and men.

It should be remembered, however, that this is but one portion of the Polaris programme. In London, Bath, Portsmouth, Birkenhead, and at the Polaris Operating Base at Faslane, the Royal Navy is striving to complete on time the most challenging programme it has ever undertaken.

Barrow Shipyard personnel working on the conning tower and hull of H.M.S. Resolution helps to show the size of the vessel—huge by comparison with conventional submarines



Freedom honours for the Navy

WITH bayonets fixed, drums beating, and colour flying, men of the Royal Navy paraded in two towns which had honoured them by the granting of their highest honour—the Freedom.

At Gosport, in acknowledging the tribute paid to the Fleet Air Arm, Vice-Admiral Donald Gibson, Flag Officer Naval Air Command, said the Fleet Air Arm taught the world the art of naval aviation, and Gosport was the classroom.

The Mayor (Councillor H. Cooley) presented the silver freedom scroll and casket to Vice-Admiral Gibson, who handed it over to be paraded by Chief Electrician Harry Wilkinson.

The Navy Minister (Mr. J. P. W. Mallalieu), speaking at a luncheon after the parade, said: "It is obvious that the Fleet Air Arm, in one form or another, will be vital for as long as man can foresee."

The ceremony at Greenwich was the reaffirmation of the conferment of Freedom on the Royal Artillery Regiment and the conferment of the Freedom on the Royal Naval College. The Duke of Edinburgh attended.

HERMES PLANS FOR EAST OF SUEZ

AFTER a refit and modernisation in Devonport dockyard, lasting two years, H.M.S. Hermes recommissioned on May 14, under the command of Capt. T. T. Lewin, R.N.

Sea-cat anti-aircraft missiles have replaced the Bofors guns for close range defence, and Hermes is the first carrier, and only major warship, without a gun.

The "teeth" of the carrier are provided by 809 Squadron, equipped with the latest Buc-

caner Mark II strike aircraft, and 892 Squadron operating Sea Vixen Mark II all-weather fighter aircraft.

The "eyes" and "ears" of the ship are provided by 849 Squadron, with Westland Gannet AEW Mark III aircraft and 826 Squadron operating Westland Wessex HAS 1 helicopters.

Capt. Lewin, her commanding officer, is a gunnery specialist, who joined the Royal Navy as a Specialist Entry Cadet in January, 1939.

While serving in H.M.S. Ashanti in the Second World War, he was awarded the D.S.O. and three times Mentioned in Despatches.

H.M.S. Hermes is expected to sail for duties east of Suez later in the year.

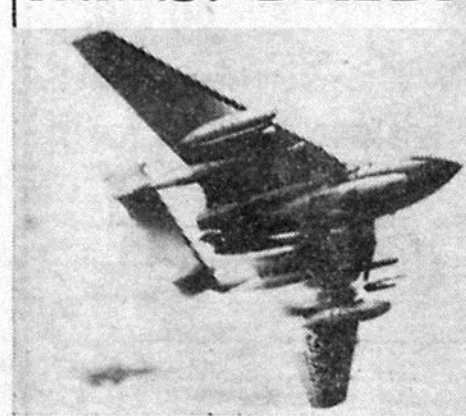
In the picture below Hermes is seen on her sea trials and inset is her commanding officer.



In other pages

Admiral Sir Varyl Begg, First Sea Lord, takes a look at the future of the Navy (page 8). The important work of the Fleet east of Suez is featured in a special "Navy News" four-page supplement (centre spread). For the first time, "News Diary" makes its appearance (page 11). Other popular features are: drafting forecast (2), letters (3), families page (4), submariners' corner (7), and Miles' cartoon (8).

AIR DISPLAY AT H.M.S. DAEDALUS OPEN DAY



H.M.S. Daedalus, the R.N. Air Station at Lee-on-Solent, and the Air Electrical School, is At Home to the public on Saturday, June 25.

In addition to a flying display and demonstrations covering helicopters, Sea Vixens, Sea Herons, and Sea Devons flying in formation, Scimitar, Buccaneers, Hunters, gliders, and hovercraft will demonstrate their capabilities.

There are many static displays showing the work of the officers and men of the Fleet Air Arm, ranging from aircraft engines to weather forecasting.

Swings, roundabouts, slides, and sideshows will keep the youngsters happy and, when the Service planes are not in the air, civil aircraft will take passengers on pleasure flights.

All profits from admission fees, sales of programmes, etc., will be devoted to naval charities.

No 'sticking in pins' selection

NEARLY every Fleet Air Arm rating must have wondered, at some stage during his career, just how he was

F.A.A. FOREIGN ROSTER

selected for overseas service; how he could possibly be due for a "foreign" again so soon, and what he had done to deserve such a draft anyway!

Have you yourself not said before now, "How do some blokes always manage a foreign accompanied while I get the 'front liners'?"

Well, perhaps this is how it may appear, but there are no favoured few who "Drafty" keeps aside for these billets, no hopeful stab with a pin into a list of names, and certainly no drawing out of a hat!

A FEW DOUBTS

Let us try to iron out a few of your doubts.

When a man completes his New Entry training, an overseas roster card is made out for him. He is given an overseas roster date, which ensures that he joins the roster at a place which gives him time to become QM/QS or Supervisory before proceeding overseas.

The aim is to get him to sea at an early stage.

Having joined the roster applicable to his rating and branch, he can either wait for an overseas draft in the normal course (which is when his card comes to the top of the roster, and can be squadron, ship or shore-based service), or he can volunteer to go early.

Because there are not enough volunteers for ships and squadrons, the chances of volunteers being taken are excellent, irrespective of roster position.

The reverse is the case with volunteers for shore-based service. Billets are few and volunteers many.

The procedure here is to select the top volunteer on the roster who has not previously had such a draft. Although every volunteer's card is tabbed, it is not necessarily the top volunteer who goes—it is always the top volunteer who has not had one.

Incidentally, when a man is advanced, he retains the same

DRAFTY'S CORNER

roster date, but joins the roster applicable to his new rating. This means that he may find himself at the top of his new roster, instead of, say, the mid-way stage of the old, or vice versa.

For example, a man who may spend five years between overseas drafts in his old rating may spend only three years at home in his new.

This means his card would appear much nearer the top of the roster applicable to his new rating.

When detailed overseas, a man's card is kept in a separate stowage until he returns, when he is awarded a new basic roster date. This is the date of his arrival in the United Kingdom, or the day of leaving his ship or squadron at home.

This date is then adjusted according to the length and type of service completed, and noted on the card, which is placed in date order, at the back of the appropriate roster. And so the cycle starts once more.

UNDER FOUR FLAGS

Belgian Navy training ship Kamina (3,900 tons), which visited Portsmouth on April 29, has operated under the flags of Poland, Germany, Britain, and Belgium.

DEFENDER (Destroyer), March at Chatham, General Service Commission (Phased), Home/Far East/Home/ Med. 23rd Escort Squadron.

CAPRICE (Destroyer), March at Chatham, Reconnaissance (Phased), Home/Far East, U.K. Base Port, Chatham.

NOTES—It is emphasised that the dates and particulars given are forecasts only and may have to be changed—perhaps at short notice.

The term "U.K. Base Port" means the port at which the ship may normally be expected to give leave and rest. As ratings are normally detailed for overseas service about four months ahead of commissioning date and for home service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship. Ships in which Locally Entered Cooks (S) Cooks (O) or Stewards are to be borne in lieu of U.K. ratings are indicated as follows: (A)—All Cooks (S), Cooks (O) and all Stewards; (S)—Cooks (S) other than one P.O. Cook (S), all Cooks (O) and all Stewards; (C)—Cooks (O) and Stewards only; (D)—Cooks (S) other than C.P.O. and P.O., all Cooks (O) and all Stewards; (E)—Leading Cooks (S) and Stewards only; (F)—Cooks (S) and Stewards only.

THE 'WHITE MEDAL' MAN



Lieut. Cdr. G. R. Lush, R.N.

ONE of the happiest, best known faces around Portsmouth dockyard, Lieut.-Cdr. George R. Lush, R.N., Master Rigger since 1963, is to take up the appointment shortly as Assistant Captain of Dockyard, Singapore, and Assistant Command Civil Defence Officer.

George is holder of the very rare white Polar Medal. He was the base engineer responsible for building the British Antarctic Base at Halley Bay for the International Geophysical Year, 1957/58, returning as leader of the expedition in 1959.

He was a survivor from the last Dainty, which was dive-bombed and sunk off Tobruk.

One of the major jobs he has done during his time at Portsmouth was that of completely re-rigging Nelson's flagship H.M.S. Victory.

Advancements

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer, Chief Artificer or Chief Mechanician rate:

To Acting Chief Engine Room Artificer
M 928626 B. T. O'Leary MX 102423
L. I. Peck.

To Acting Chief Mechanician
KK 907806 T. A. Anderson, KX
891833 D. Hepworth.

To Chief Shipwright Artificer
M 933817 C. C. Falkinder.

To Chief Engineering Mechanician
KX 833758 R. F. Mark, KX 847989
N. E. Donithorne.

To Acting Chief Ordnance Artificer
MX 857648 R. F. Bowden, M 933650
J. E. Fleck, MX 902459 M. J. Ford,

MX 902039 D. F. Smith, M 933562
S. M. Walker.

To Acting Chief Control Artificer (W)
M 943541 P. T. Jackson.

To Acting Chief Electrical Artificer
MX 801351 D. E. Webb, MX 833439
J. M. Cornet.

To Chief Electrician
MX 895648 A. W. Bruton.

To Acting Chief Radio Electrical Artificer
M 943648 B. J. Brayshaw, M 943672
D. M. Croad.

To Chief Radio Electrician
M 927948 E. Jermy.

To Chief Communication Yeoman
JX 712222 J. Head, JX 342190
W. J. Webb, JX 859488 N. G. Howard.

To Chief Petty Officer Medical Assistant
MX 85913 C. D. Stewart, MX 770784
R. C. Platt, MX 900665 A. Taylor, MX
861262 A. E. G. Clapp, MX 183226
K. R. Dixon.

To Chief Petty Officer
JX 710732 D. Lilliman, JX 646456 A.
Quartermaine.

To Chief Petty Officer Writer
MX 859680 D. A. Pugh, MX 929381
L. T. Balcombe, MX 847778 L. A.
Kimbley, MX 869242 N. J. Margerison,

MX 870592 G. W. Garner, MX
845474 R. A. Vigar, MX 848792 D. D.
Ward, MX 850178 A. Atkinson, MX
670581 D. G. Barrow, MX 870201 G.
Dry.

To Chief Petty Officer Stores Accountant
(V)
MX 909182 J. Harte, MX 833189
A. T. Dixon.

To Chief Petty Officer Stores Accountant
(S)
MX 871588 E. W. Sibson.

To Chief Air Fitter (AE)
L/FX 882194 K. A. Smithson L/FX
788998 J. B. Wellham, L/FX 837769
C. J. Bailey, L/FX 100213 K. G. D.
Davies, L/FX 821274 J. H. Denton,

L/FX 848729 R. Wallace.

To Chief Air Fitter (O)
L/FX 826150 G. M. James, L/FX
851209 S. J. C. Subbington.

To Chief Airman (AH)
L/FX 867571 E. Holden, L/FX
873878 R. Sawyer, L/FX 886155 A. M.
Higgins.

To Acting Chief Electrical Artificer (Air)
L/FX 670155 J. I. Wheeler.

To Chief Electrician (Air)
L/FX 864025 P. A. Moncaster.

To Chief Radio Electrician (Air)
L/FX 876227 B. C. Swinn.

EXCHANGE OF SHIPS

The following rating is anxious to exchange ships. Anyone interested should write to the applicant direct. In accordance with Defence Council Instruction 1151/65 requests to transfer must be submitted to the respective commanding officers in the normal Service manner.

Ldg. Sea, I. Wann, P/JX 911502, D.22 C. Mess, H.M.S. Cochrane, Rosyth, G.L.I. and on draft to Eurymachus in August. Would change with anyone who is Local Foreign Service or Scottish Command.

Ldg. Ck. K. Cheetham, S.2 Mess, H.M.S. Caledonia, Rosyth, willing to exchange drafts with similar rating in Gosport area.

A/P.O. Rel. M. H. Fryer, H.M.S. Arethusa, would like to exchange ships with any P.O. Rel. on a General Service or Foreign commission.

'We just liked them'

When seven of the ship's company of H.M.S. Kent met some pensioners on holiday from Rugby in a hotel at Weymouth, they were so impressed with the senior citizens' zest for living that they arranged a party for them.

Those from H.M.S. Kent, who said that there was no particular reason for the party except that "We just liked them," were Michael Townall, Peter Scott, Colin Meredith, John Hardwick, John Taylor, Stan Kerrison, and Keith Ackerman.

COMMISSION FORECAST

BRINTON (C.M.S.), July at Devonport. Port Service, Refit crew.

EURYALUS (A/S Frigate), August 18 at Devonport. General Service Commission (Phased), Home/Far East/Home/ Med. 23rd Escort Squadron.

PLYMOUTH (A/S Frigate), August 22 at Chatham. Port Service, Special refit. Dockyard control.

CAMBRIAN (Destroyer), August 25 at Portsmouth. General Service Commission (Phased), Home/Far East/Home/ Med. 29th Escort Squadron.

PUNCHSTON (C.S.M.), August at Singapore. Foreign Service (Middle East), 9th M.C.M. Squadron, (S.O.) (E).

GURKHA (G.P. Frigate), September 1 at Rosyth. General Service Commission (Phased), Home/Middle East/Home, 9th Frigate Squadron, U.K. Base Port, Rosyth, (B).

MINERVA FLIGHT, September at Portland. General Service Commission, Wasp.

CAVALIER (Destroyer), Mid-September at Gibraltar. General Service Commission Home/Far East/Home, U.K. Base Port, Devonport.

GALATEA (A/S Frigate), September 29 at Portsmouth. General Service Commission (Phased), Home/Far East/Home/South America and South Atlantic, Capt. (D), 27th Escort Squadron, U.K. Base Port, Portsmouth.

CHILCOMPTON (C.M.S.), September (tentative date) at Gibraltar. Home Sea Service, Trials crew at Gibraltar and Steaming crew to Aden, (Vice Kildarton).

DARING (Destroyer), September at Devonport. Port Service, Trials crew, (Commissions November), U.K. Base Port, Devonport.

UNDAUNTED (A/S Frigate), September 29 at Chatham. Port Service, Trials crew, Commissions November 24, 2nd Frigate Squadron, U.K. Base Port, Devonport.

ALBION (Commando Ship), September 27 onwards at Portsmouth. Home Sea Service/Foreign Service from date of sailing, U.K. Base Port, Portsmouth, (C).

BEACHAMPTON (C.M.S.), October 1 at Bahrain. Foreign Service (Middle East), 9th M.C.M. Squadron, (E).

CRAYSFORD (Destroyer), October 6 at Devonport. General Service Commission (Phased), Home/Far East/Home/ Med. 23rd Escort Squadron.

TROUBRIDGE (A/S Frigate), October 6 at Chatham. General Service Commission (Phased), Home/Far East/Home/ Med. 27th Escort Squadron, U.K. Base Port, Chatham, (C).

AGINCOURT (Destroyer), October 6 at Portsmouth. General Service Commission (Phased), Home/Far East/Home/ Med. 27th Escort Squadron, U.K. Base Port, Portsmouth, (C).

BURNASTON (C.M.S.), October 10 at Bahrain. Foreign Service (Middle East), 9th M.C.M. Squadron, (E).

DEVONSHIRE (G.M. Destroyer), October 6 at Portsmouth. General Service Commission (Phased), Home/Far East/Home, U.K. Base Port, Portsmouth.

GLAMORGAN (G.M. Destroyer), October 11 at Newcastle. General Service Commission, Home/Far East/Home, U.K. Base Port, Portsmouth.

INTREPID (Assault Ship), October (tentative date) at Clydebank. Home Sea Service/Foreign Service East, of (Suez) from date of sailing.

DUNCAN (A/S Frigate), October 27 at Rosyth. Port Service for trials Commission December 23 for Home Sea Service, Fishery Protection Squadron, U.K. Base Port, Rosyth.

PENELOPE (A/S Frigate), November 3 at Devonport. Port Service, Trials crew, Commissions December 1, 2nd Frigate Squadron, U.K. Base Port, Devonport.

DAMPIER (Surveying Ship), November 1 at Singapore. Foreign Service (Far East), (C).

CHAWTON (C.M.S.), November 12 at Bahrain. Foreign Service (Middle East), 9th M.C.M. Squadron, (E).

SHOULTON (C.M.S.), End November at Portsmouth. Home Sea Service, 3rd M.C.M. Squadron, U.K. Base Port, Portland.

DARING (Destroyer), November at Devonport. General Service Commission, Home/Far East/Home, U.K. Base Port, Devonport.

1967

AJAX (A/S Frigate), January at Singapore. Foreign Service (East of Suez) (Phased), Capt. (D), 24th Escort Squadron, (C).

TARTAR (A/S Frigate), January 5 at Devonport. General Service Commission (Phased), Home/Middle East/Home/ W. Indies, 8th Frigate Squadron, U.K. Base Port, Devonport.

PUMA (A/S Frigate), January 12 at Devonport. General Service Commission (Phased), Home/Far East/Home/ South Atlantic and South America, 7th Frigate Squadron, U.K. Base Port, Devonport.

DANAE (A/S Frigate), End of February at Devonport for trials, General Service Commission end May, Capt. (D), 23rd Escort Squadron, U.K. Base Port, Devonport, (A).

SUBMARINE VISIT

H.M.S. Porpoise is to visit Hull from June 3 to 6.

H.M.S. Maidstone, the submarine depot ship, accompanied by H.M. Submarines Porpoise and Ocelot are to visit Oslo from June 10 to 15.

The submarine Opportune will be at Greenock from June 17 to 20.

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Letters to the Editor

HAVE YOU SEEN AN AEROPLANE?

THE letter from Mr. March re seaplanes and Cdr. Samson greatly interested me, as I was serving in H.M.T.B.36 from 1911 to 1913, and had the pleasure of working with the commander.

We used to go ashore, put the plane together, tow it to the torpedo-boat, and then head for the open sea.

With Cdr. Samson used to be a Royal Marine officer and a leading seaman (who was a good pilot). The seaman used to go up first for a short-run flight, then Cdr. Samson and the Marines' officer would be away.

They would tell us roughly where to expect them, and we would steam along to the given spot, land in two's with cans of petrol, and ask anyone if they had seen a plane around.

Planes were strange things in those days on the Scottish coast, and information was soon forthcoming.

J. Holland (ex-C.P.O.),
315 Raglan Street,
Lowestoft, Suffolk.

YOUR readers may be able to help me in connection with researches I am making into badges carried by Royal Navy ships prior to 1918.

The ship's badge was not officially recognised until after the end of the First World War, and a ship may well have had a number of badges during its period of service (e.g. Iron Duke and Berwick).

Though I have accumulated a substantial private collection and a considerable knowledge of others, there are gaps in my summaries, especially in regard to ships of the period prior to 1905, and to 1905, and to smaller ships from then until 1918.

I am wondering whether your readers can provide me with de-

tails of any unofficial badges or tampion plates known to them; where in the ship, badges may have been hung; and the smaller ships from then until 1918.

J. A. Potter.

2 Bittacy Park Avenue,
Mill Hill, N.W.7.

CARRIER AT JUTLAND

WITH regard to the article in the May edition of "Navy News" concerning Air Marshal Sir Arthur Harris's letter on Jutland, I would like to clear the point he mentioned about aircraft carriers.

Two seaplane carriers were available at the time, H.M.S. Campania, a converted Cunard liner, and H.M.S. Engadine, a small converted cross-Channel packet.

Only Engadine took part in the battle, as the order to sail did not reach Campania at Scapa in time.

While serving with the battle-cruiser force, Engadine was ordered to send a seaplane aloft to reconnoitre.

After sighting the German Fleet a petrol-pipe defect forced the seaplane to land on the sea, where it was picked up by Engadine.

This marked the end of seaplane operations during the battle, as the prevailing swell, though slight, made it impossible for such frail machines to operate.

Unfortunately the information gathered by the seaplane was of no avail, as the Engadine could not transmit it to Beatty.

Geoffrey Todd.

11 Coniston Road,
Lancaster, Lancs.

Ribbons query

THE Appendix to the Navy List lays down that ratings' medal ribbons should be sewn to a piece of cloth, and this cloth is then sewn on to the suit.

Such a direction does not appear to apply to officers' medal ribbons.

As there must have been a reason for the disparity, can anyone give it?

Pusser.

Portsmouth,
Hants.

SHIPS OF THE ROYAL NAVY

No. 127—H.M.S. ZULU

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c/o Gale & Polden Ltd., Edinburgh Road,
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Undine, Defender, Dartington, Caron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armada, Yarmouth, Lion, Hartland Point, Leopard, Token, Chichester, Echo, Loch Fada, Tenby, Puma, Blake, Excalibur, Troubridge, Rhyl, Camperdown, Oberon, Cachalot, Blackpool, Berwick, Diamond, Acheron, Layburn, Scarborough, Sea Lion, Falmouth, Ashanti, Broadsword, R.F.A. Tide-surge, Striker, Plymouth, Barrosa,

Virago, Llandaff, Nubian, Hampshire, Gurkha, Caprice, Adamant, Eskimo, Duchess, Brave Borderer, Agincourt, Leander, Grenville, Tartar, Jaguar, London, Kent, Ajax, Devonshire, Lowestoft, Hardy, Dreadnought, Eagle (modernised), Lynx (modernised), Osiris, Cambrian, Loch Lomond, Dido, Wakeful, Triumph, Sidlesham, Alderney, Trump, Roebuck, Mohawk, Hecla, Naiad, and Ocean.

SEEKS CREST OF VANGUARD

ANY reader with a crest of H.M.S. Vanguard, and who is willing to part with it, could be sure of a welcome "home" in the British European Airways' Vanguard Club, at London Airport. Postal costs would be willingly refunded.

Lieut.-Cdr. F. A. Costello.
H.M.S. Blackwood,
c/o B.F.P.O. Ships,
London.

Friend of Mr. Luckner

CONGRATULATIONS on the changes in "Navy News," and I was glad to see you had given a mention to my old friend Count Felix von Luckner.

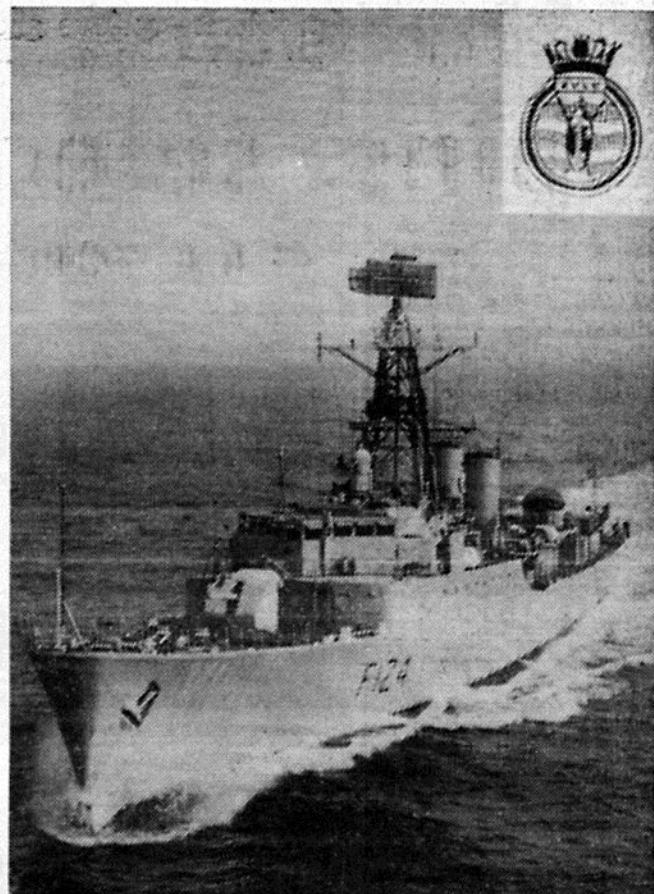
Since 1956 we had been meeting annually at congresses on the Continent, and I shall miss seeing him this year at St. Malo.

May I point out an error in your article. Von Luckner's raider, the Pass of Balmaha, was a fully-rigged ship of 3,000 tons, and by no means a schooner.

Cdr. C. L.G. Woollard, R.N.
2 Dorset Lake Avenue,
Lilliput,
Poole, Dorset.

H.M.S. ZULU

No. 127



UP TO FULL POWER IN A FEW MINUTES

BUILT by Alex Stephen & Sons, Ltd., of Govan, between December, 1960, and April, 1964, H.M.S. Zulu, a general purpose (gas turbine) frigate of the Tribal class, displaces 2,700 tons (full load), is 360 feet in length (o.a.) and has a beam of 42½ feet. Complement is about 250.

She has two 4.5 in. guns in single mountings, is equipped with a quadruple launcher for Seacat guided missiles, and carries a helicopter.

Capable of meeting the main escort functions of anti-submarine protection, anti-aircraft defence and aircraft direction, the combined steam and gas turbine machinery plants enable the ship to develop its full

power from cold within a few minutes.

All manned compartments are air-conditioned. A previous Zulu, a 1937 destroyer, was sunk by aircraft in 1942, having seen service off Norway, the Atlantic (including the Bismark action) and the Mediterranean.

The Tribals have good sea-keeping qualities, and a high standard of living accommoda-

SERVED WITH BEATTY

Vice-Admiral J. W. S. Dorling, C.B., a communications specialist well known to the Fleet, died on May 12 at the age of 77.

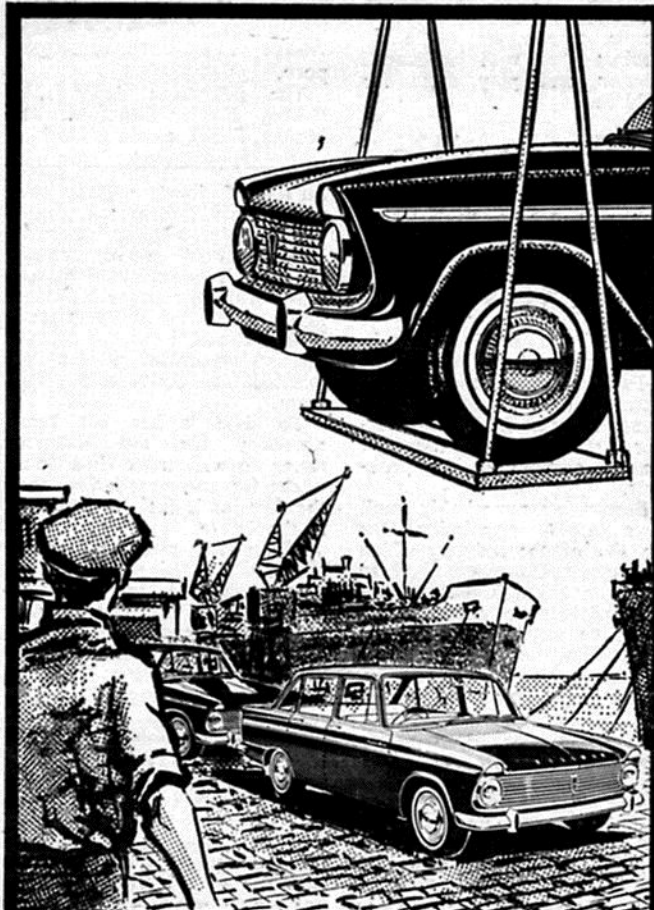
Entering the Britannia as a naval cadet in 1904, he served on the staffs of Admiral Sir Cecil Thursby in the Mediterranean in H.M.S. Lord Nelson and Admiral Beatty in H.M.S. Queen Elizabeth in the Grand Fleet during the First World War, and in April, 1919 was Fleet Wireless Officer to Admiral Madden, Commander-in-Chief, Atlantic Fleet.

In the Second World War he served at Bath, and at Washington, and from 1944 to 1946 was Flag-Officer-in-Charge, Liverpool.



Capt. I. W. Jamieson, R.N.

Thirty-three years after entering Britannia Royal Naval College, Dartmouth, as a 13-year-old Cadet, Capt. Ian Wyndham Jamieson, R.N., will return, next September, but this time as Captain of the College.



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Families' Page

Married quarters—rapid progress

LESS than four years ago the waiting time for married quarters in Portsmouth Command was six to nine months. Now waiting time is on the point of being eliminated.

This is an indication of the swift strides being made towards fulfilment of the Navy aim of "a home for all."

By next year building work at Hilsa and Eastney (Portsmouth) and Rowner (Gosport) will swell the total of quarters from 1,591 to 2,949.

Consideration will then have to be given to the naval hirings totalling well over 1,000—and many of which belong to naval families now abroad.

FEWER HIRINGS?

Unless demand for accommodation increases substantially, a gradual run-down in hirings may be expected.

After the elimination of the initial waiting period for married quarters, the three-year occupation rule will be under review, with the object of making life easier for families who wish to remain.

Latest quarters becoming available are especially attractive. The 1066 families at Hilsa are in a compact estate on precinct lines, with landscaped exterior, and play areas for children.

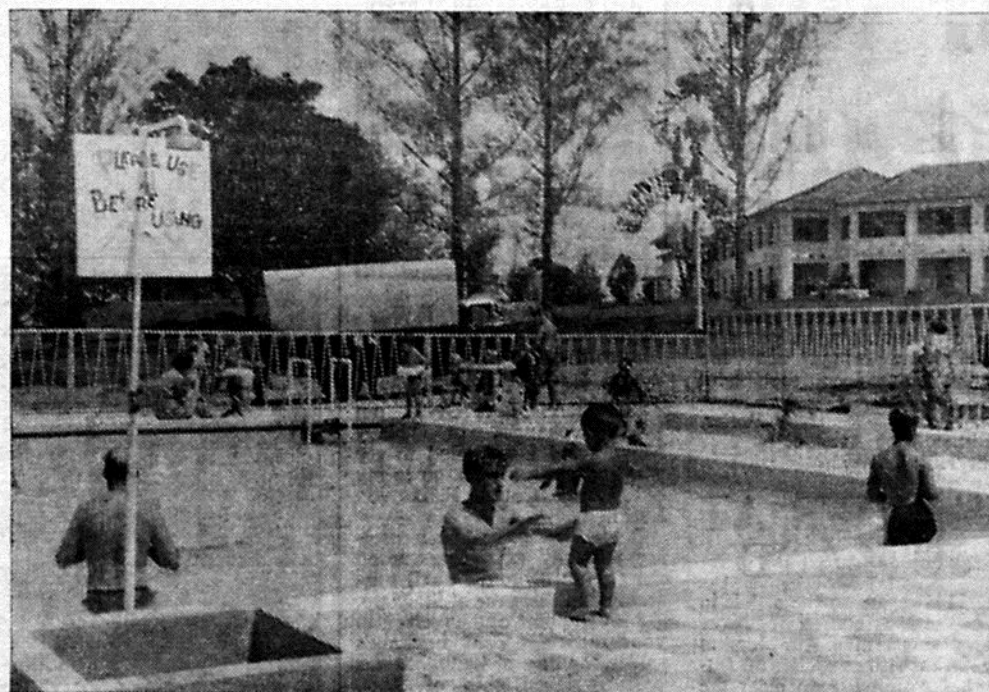
Council's help to Navy

THE influx of Polaris submarine personnel to Barrow-in-Furness, with the greatly increased numbers of workmen of sub-contract firms and overseer staff, have naturally created accommodation problems.

Barrow is a remarkably small town (65,000 population) for the size of the industry which it supports. Consequently there are rather fewer houses to rent and lodgings to occupy than might be expected.

The Navy has been fortunate in this respect for the considerable help it is receiving from a

The Navy is flying a whole "village" of families to Singapore for H.M.S. Forth personnel, and such a mass exodus brings many problems—serious and amusing.



Families enjoying the sunshine in the bathing pool at H.M.S. Terror, Singapore

Such questions to a bachelor

STRANGE questions came the way of a bachelor officer when plans were being made for more than 600 wives and children—the equivalent of a sizeable village—to be flown to Singapore.

The submarine depot ship H.M.S. Forth (Capt. K. H. Martin, R.N.), commissioned at

Chatham and left the United Kingdom in March for Local Foreign Service on the Far East Station. It has a complement of 45 officers and 650 men.

Ships on L.F.S. are attractive billets in that they entitle all married officers and men to be accompanied by their wives and families, if they so wish.

It was obvious that with a ship the size of Forth, the family exodus would need careful planning and phasing, and early in the year a meeting was held at the Ministry of Defence (Navy). Supply Sub-Lieut. (S) A. R. Brown, the Supply Officer (Stores) in Forth, was appointed Families Passage Liaison Officer.

FLIGHTS PHASED

Allocation of school places and help in finding accommodation were high on the list of planning requirements, and it was decided to phase the flights by British Eagle Britannia aircraft over a period of three months.

All the families will be in Singapore by mid-September.

Working out the phasing was an art in itself. An airline regulation forbids pregnant wives to fly two months before the expected date, and one month after, and the first phase, therefore, had to include all who were expecting during August and September.

Booklets on "An Introduction to Singapore" were issued, and on arrival the families found ready assistance in getting temporary accommodation until permanent places were found.

OBVIOUS RESULTS

Most of the families will be staying between two and two-and-a-half years on the station.

But Sub-Lieut. Brown found some of the queries rather beyond him.

HATS FROM MEXICO

Able Seaman John Hall tries a pair of Mexican carnival hats on his daughters Jacqueline (2) left, and Sharmaine (18 months), when the frigate H.M.S. Rothesay arrived at Portsmouth on May 6th after a six-months tour of the West Indies. The Hall family live in South Street, Havant, Hants.

A 'good neighbour' for all wives

IN many Canadian towns, all newly arrived families are greeted by "welcome visitors" who go to endless lengths to smooth the way for newcomers.

Instead of housewives having to "break in" to community and social life, they will have invitations, and detailed information on schools, churches, shopping, recreation, and organisations.

Husbands usually have jobs and "ready-made" daily surroundings, but to the housewife, the Canadian friendliness and information is not only a safeguard against the anxieties of transition, but a guarantee against loneliness. Help and neighbourliness are there—if wanted.

People in the newer countries are much less socially conscious than in England. Moving in Canada or Australia—perhaps thousands of miles—can be much less of a problem than going from Newcastle to Devonport.

'FOREIGN LAND'

To the men, the beer and pubs may seem little different, but to the wives it is often a "foreign" land. Speech and customs may be entirely strange, easy acquaintance non-existent, and shopping lacking in its customary pleasure. Loneliness and depression can quickly follow.

That is why, in the main naval ports, such an important role is played by the "good neighbours" of the Naval Wives' Information Service.

Quite unconnected with the official Service Welfare, the Naval Wives' visitors are ready to call on all families, provided that the husbands give permission. This is regarded as essential to avoid any intrusion into privacy.

At the same time, many husbands who believe that a friendly visit "isn't necessary" may find themselves denying the very help their wives will need in periods of separation.

Talking to visitors, they all agree that the great reward in their work is to find that a girl to whom they had been "neighbour" has found her circle of friends—perhaps in one of the clubs—and become firmly established in the new surroundings.

USEFUL ALLIES

Foreign wives, especially those unable to speak English, are a special problem. Again, husbands often have entirely the wrong approach by protecting them closely—forgetful of

the problem they leave when they have to go to sea.

The Naval Wives at Portsmouth have valuable allies to help them in such circumstances. Through the People's Organisation, foreign girls are put in contact with women of their own country, and are helped to help themselves in learning the language, and in coping with shopping and prices. In this way they soon become independent, and able to manage on their own during periods of separation.

Though the good neighbours are now so well equipped and experienced to give help, their services are not as well used as they might be, possibly due to some misunderstanding.

Loneliness in modern society is not a problem unique among naval families, but it is accentuated by moving about, and by separation. It can be greatly eased by enjoying the friendship which is always available—but not always accepted.

'BOWLANDS' CONTINUES

Because it may be some years before a maternity section can be provided at Haslar Hospital, every effort is being made to keep going the Royal Naval and Royal Marines Maternity Home at Portsmouth.

The importance of the home, which is well known as "Bowlands," can be judged from the fact that last year about 250 naval families benefited from the facilities there.

Speaking at the annual meeting, Lieut.-Cdr. A. F. Miles (Secretary) spoke of plans to provide a day room where mothers could receive older children.

Commodore G. A. Henderson, in his annual report, said that the number of babies born in, or which passed through the home, was 583. This was 44 more than the figure in the previous report.

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Prize pin-up to the Sirius

OFFICERS and men of the frigate H.M.S. Sirius made a real capture when they "adopted" Miss Janice Whiteman, the "Miss England, 1966," as the ship's official pin-up girl.

At an official reception by the Lord Mayor of Portsmouth (Alderman Frank Lines) on April 29, a guard of honour from the ship was waiting for her at the Locarno Ballroom, Portsmouth, and it was Lieut.-Cdr. J. Harvey-Samuel, R.N., who escorted her to meet the Lord Mayor.

Miss Whiteman, who comes from Totton, Southampton, was selected as "Miss Portsmouth" in March.

To the Lord Mayor's question, "What do you think of Portsmouth?" her reply: "It's very nice," was almost drowned in cheers, and the cheers were deafening when she said that the Navy was "Lovely."

What else could she say with such a handsome guard of honour?

The guard was composed of Lieut.-Cdr. J. Harvey-Smith, R.N., C.P.O. Smith, P.O. Routley, L./Sea. Walker, L./Sea. Brown, L.M.(E) Underwood, R.O. Aldred, and M.(E) Lawton.

Royal launching for Resolution

Queen Elizabeth the Queen Mother will launch H.M.S. Resolution, Britain's first Polaris submarine, at Barrow-in-Furness on September 15.

Resolution, whose keel was laid in February, 1964, is the first of four such missile-carrying submarines, and will have a surface displacement of 7,000 tons.



Newly-elected Miss England, Miss Janice Whiteman (21), of Totton, near Southampton, "chained" by ratings of the frigate H.M.S. Sirius

Rothsay home from the West Indies

A COUPLE of hundred relatives and friends welcomed H.M.S. Rothsay when she returned to Portsmouth on May 6 at the end of her third commission, about 100 of them braving the weather and going out to Spithead in a tug to greet the frigate.

Rothsay commissioned on March 19, 1964, and apart from her working-up period (to July 17, 1964) and from June 9, 1965, to November 1, 1965, when the ship was at Portsmouth in refit and undergoing trials, the ship has spent the whole time in the West Indies.

During the commission the ship steamed 87,809 miles, or the equivalent of about four times around the world. On two occasions Rothsay escorted the Royal Yacht, November, 1964, and February, 1966.

During Bahamas patrols, the ship rescued Cuban and Haitian refugees and, in January, 1965, the ship picked up Mr. W. Haas from an uninhabited island where he had been shipwrecked for 30 days.

H.M.S. Rothsay sailed for Rosyth on May 16 where she will undergo a two-year modernisation.

The present commanding officer, Cdr. A. F. R. Weir, R.N., is to take up an appointment as Staff Officer (Operations) to the Commander-in-Chief, Portsmouth, at the end of this month.

'Fried birds' heads' offer

THE prospect of eating birds' heads fried in olive oil—the local delicacy—was one of the adventures which befell an "exploration party" from H.M.S. Crofton, visiting Greece.



NEW C.O. FOR H.M.S. PUMA

The new commanding officer of H.M.S. Puma is Capt. C. J. Cunningham, R.N., who joined the Royal Navy by direct entry from the Nautical College, Pangbourne, in January, 1939. During the war, he served in the Atlantic, Norway, the Mediterranean, the Far East and in Russian convoys.

From Kalamata they spent a week in the neighbouring hills, and found their way to a village.

"We were treated with great kindness," said Midshipman R. J. Snook, who was in charge of the party. "They gave us wine with an indescribable taste, but I felt we upset them when we declined their local delicacy—birds' heads fried in olive oil."

In camp that night it rained without cease, and next morning the party were awakened by a Greek carrying a bag and sheltering under a city gent's umbrella.

"He had brought us more bread and local wine. We gave him cigarettes and he was our friend for life," added the Midshipman.

The expedition were able to cook breakfast in a shack out of the rain, before making the return journey back to the ship.

Midshipman Snook's home is at Southampton, and others with him were P.O. (E1) Lansley (Edinburgh), L.M.E. Sheriff (Chatham), M.E.1 Daye (Paignton), A.B. Riddell (Sunderland), A.B. Moore (Cardiff), and A.B. Grace (Henley-on-Thames).

'BOYD' FOR BRAWDY SQUADRON

THE Boyd Trophy, awarded each year for the most outstanding contribution to naval aviation, and named after the late Admiral Sir Denis Boyd, the first Admiral (Air), has been awarded for 1965 to 759 Squadron, based at R.N. Air Station Brawdy.

The squadron converts young Jet Provost pilots to the Hunter aircraft, and has maintained a high standard of instruction and an excellent record of achievement.

By good planning and hard work the squadron achieved a utilisation of 370 hours for each training aircraft held during 1965.

Every course passed out on time.



Cdr. J. M. Child, R.N., who was navigating commander of H.M. Yacht Britannia for the Queen's tour of Australia and New Zealand in 1963, and during the Queen Mother's convalescent tour of the West Indies, has been appointed to the Personnel Panel of the Royal Navy Department, Ministry of Defence

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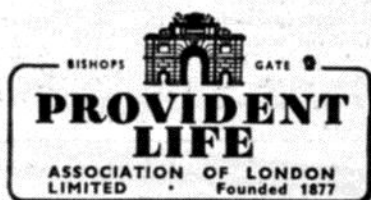
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Waiting to pounce

THE guided missile destroyer, H.M.S. Devonshire, was the first vessel to arrive in response to a distress call from the Hong Kong-owned freighter, Carina, stranded on a coral reef in the Celebes Sea.

Pictured left is Sub-Lieut. Ron Weightman, aged 32, of Brixham (Devon), Devonshire's shipwright, studying plans with the captain and first officer of the steamer to estimate the chances of getting her afloat.

Meanwhile, Philippine pirates (above) gathered in hordes, waiting for the stricken ship to be abandoned.

Admiral C. P. Mills, Flag Officer second-in-command, Far East Fleet, and Captain G. C.

Leslie, R.N., commanding officer of Devonshire, surveyed the Carina from the warship's helicopter piloted by Lieut. Cdr. Noel Unsworth, of Exeter.

The freighter had a mixed cargo of oil, nuts, coffee and live cattle.

Devonshire reached the scene after a 30-knot dash across the Celebes Sea.

Eventually, after the failure of all efforts, the Carina had to be abandoned.

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Protector's 'Thaw' cocktails

A COCKTAIL party with strong "undercurrents" is not so very rare, but officers of H.M.S. Protector still smile when they recall a gathering on board, at a port in South America.

Protector was on her way to Antarctica, and in calling at the South American port invited Chilean and Argentinian guests on board for drinks.

It was not realised that strong feelings existed between the two lots of visitors, and for a time an unmistakable "cold line" made hard work for the hosts.

However, the neutral "Protectors," plus the tongue-loosening effects of a little alcohol, eventually thawed out the atmosphere.

Capt. S. R. Sandford, R.N., commanding officer of Protector, told "Navy News" that they were warmly welcomed

wherever they went.

At Agadir, on the way out, as an example, the whole ship's company of about 250 was invited to a party. One hundred went, and as they were leaving, their host, a Free Frenchman, suggested they took back some oranges to the ship.

The sailors each picked up one or two, but the party-giver was in generous mood.

"I said take some oranges," he said, and he and his friends

shovelled crates of the fruit into the coaches.

Englishmen abroad are obviously no different from those at home when it comes to talking about the weather. And the weather in Antarctica gave ample conversation.

"On only one occasion," said Capt. Sandford, "did the weather remain the same for a whole day. On all other days, if it was fine in the morning, it was bad before evening."

New ocean survey ship

REAR-ADMIRAL G. D. Ritchie, the Hydrographer of the Navy, was present at the commissioning of H.M.S. Hydra at Messrs. Yarrow & Co.'s shipyard, Scotstoun, on May 4.

Seventh ship to be named Hydra in the Royal Navy, the new ocean survey ship is commanded by Cdr. J. Paton, R.N.

The ship's displacement is 2,800 tons. She is 260 ft. long with a beam of 50 ft. Her complement is 12 officers and 100 ratings, and a number of scientists will be accommodated.

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THE 'OLD LADY' ENDS SEVENTH COMMISSION

Who hid Tiptoe dancer's knees?

ONCE upon a time there was a submarine called Tiptoe. She was born in Vickers yard in Barrow-in-Furness in 1942, and came out into the world in May, 1944.



BY PERISCOPE. H.M.S. Russell, proceeding at 28 knots, photographed at 800 yards from H.M.S. Tiptoe (already going deep)

As the name suggests, writes Lieut.-Cdr. T. J. W. Hale, R.N., her commanding officer, she has a great affinity with ballet dancers. In fact, Moira Shearer's "Red Shoes" are still on board, though a little tatty now.

The original ship's crest showed a ballet dancer in a short skirt, but many moons ago some narrow-minded first lieutenant had the crest changed to a long skirt—officially!

However, to line up with current fashion, and the present C.O.'s predilection for birds in mini-skirts, there is a strong move afoot to reverse the decision of that prude.

Between September, 1952, and September, 1954, Tiptoe spent a harrowing period in Chatham Dockyard. During this time she was converted from the old four-stacker to her present shape. About 18 ft. of hull was inserted in the middle, the control room was completely rebuilt, and the dreaded low bridge was produced.

This iniquitous perversion from the twisted minds of some chairborne warrior luckily is no longer produced: Tiptoe's was the last. Suffice it to say that it is the worst bridge built since the first C-class.

Tiptoe has just reached the end of what might be described as her most exciting commission. She is an old lady now, and consequently has her whims; and as with all old ladies



Lieut.-Cdr. T. J. W. Hale, R.N.

occasionally needs to be cajoled, not driven.

In the last eight months she has been to Birkenhead, Gosport, Belfast, Londonderry, Hamburg, and, of course, the forever gale-swept Portland.

On the morning of Friday, April 29, the Navy's oldest submarine slid into Chatham after an absence of nearly 12 years—here ended the seventh commission.

"The old lady is due out some time next year for a final 2½-year commission," adds Lieut.-Cdr. Hales. "I wish her lots of luck."



Lieut.-Cdr. G. Jaques, R.N.

LIEUT.-CDR. G. Jaques, R.N., of Burnham (Bucks), has been appointed to command H.M. submarine Trump, one of eight in the T class.

TO ALICE SPRINGS

FLAG Officer, Submarines, Rear-Admiral I. L. M. McGeoch, inspected the Fourth Submarine Division in Sydney, Australia.

Now, with both the inspection and the summer over, surf boards and water skis are being stowed away, and many of the Spare Crew and Base Staff are heading inland to chase the sun on their station leave. There are whole families of outward-bounders in the division, and it is not uncommon for them to cover over 500 miles between night stops.

Already Alice Springs has been visited, and cars are fitted out with Kangaroo bars, water bags, and jerry cans. Tents and camping equipment are borrowed from the stocks held by the division.

During his inspection of the Fourth Submarine Division in Sydney, Australia, Rear-Admiral I. L. M. McGeoch, Flag Officer, Submarines, talks to C.P.O. P. Whitaker, coxswain of H.M.S. Tabard, in the background is C.R.S. R. Sturgess, of H.M.S. Tabard



SUBMARINERS' CORNER

SAGA OF TIOMAN

Tiger Bay of the Far East

AS the rosy-fingered dawn chased away the shadowing cloak of darkness, and the belligerent booming of the bull-frog ceased, a strange and tranquil quiet descended upon the Isle of Tioman.

The only thing to spoil this tropical paradise was the clink of empty "Tiger" cans as they were washed back and forth on the restless tide (writes R.O.2 Parsons).

With the sun reflecting from the tiny wavelets, and the occasional slap of the gar fish as it jumped playfully over the floating gash bags and cardboard waste, the magnificent panoramic bay was set off to perfection by the rainbow colours of the diesel oil. Anchorite had paid another visit to this bejewelled oyster of the China seas.

In local songs which will be sung for generations, the islanders will reminisce of that fateful 10 days in March.

RITUAL DANCE

With hushed voices they will tell their great grandchildren of the ritual fire dance that was performed on the beach when everyone took a tin box, put two holes in it, and then seemed to blow into it.

The tunes they made must have been very evil, for not one of the watching populace heard a single note.

After a while the white men were so tired that they could not (Continued in next column)

OBERON'S PENANG VISIT SUCCESS

THE visit of H.M.S. Oberon to Penang from April 11 to 18 was a roaring success for all concerned.

The submarine anchored off Cornwallis Flagstaff, and the officers and ship's company moved ashore into the accommodation provided.

Officers stayed at the Runnymede Hotel, a Services' rest centre for officers and their families, while the ship's company were provided for at the Sandcroft Leave Centre, both establishments being run by the Army and providing all comfort with excellent amenities.

Soccer and hockey were played against the Army (the Greenjackets) during the stay, and provided good sport with plenty of activity, but the superior fitness of the home players was the winning factor.

The day prior to leaving, Oberon played the local team at water polo in the beautiful Penang Swimming Club pool—a match much enjoyed by players and spectators alike.

Alas, again the home side were too agile for the submariners, and went on to a comfortable victory.

walk straight, yet they still kept playing and at the same time some started a fearful chanting.

Next morning the strangers returned and collected all their instruments that had been left, except for the few that still can be seen today as a lasting monument.

And so it was with reluctant hearts that they bade farewell to Tioman, oil-slicked-beer-can-strewed-jewel of the China seas.

Baltimore 'outstripped' own welcome

WHEN three British submarines, Osiris, Opportune, and Walrus, visited Baltimore after the N.A.T.O. exercise Landlubber, private hospitality was so unbelievable lavish that two blocks of world-famed strip clubs and "burlesque joints" went unnoticed.

The visit lasted five days, and the submarines berthed at No. 4 wharf, in the centre of the town, writes Lieut.-Cdr. E. Cleland, R.N.

We were honoured to share the berth with the United States frigate Constellation, which was built in 1797. She was the first ship in the United States Navy and is the oldest vessel still afloat. She is being restored in Baltimore, her birthplace.

From arriving alongside until sailing on April 27, a non-stop programme for everyone had been arranged.

The United States Army provided buses daily for sightseeing trips to Washington, D.C. (about one hour away).

We played local teams at soccer (lost 3-2) and rugby (lost 5-3), which did much to cement Anglo-American relations, and there were visits to Carling's brewery (which did more!)

Private generosity included the loan of a new M.G. Midget, in British racing green, to the commanding officer of Opportune.

The commanding officers were honoured to attend a dinner given by the St. George's Society of Baltimore to celebrate the 100th anniversary of its founding, and this deserves special mention.

In the country of which St. George is the patron saint, his feast day may perhaps be celebrated by the hoisting of his flag on the village church and an extra pint in the local hostelry.

In Baltimore it was the occasion for a full ceremonial dinner

for 300 people, and included the singing of the "The Roast Beef of Old England" as an enormous joint of beef was marched ceremoniously around the room.

It must be confessed, however, that initially I wondered if I had got my saints right as we, who were honoured to sit at the top table, were led in by a magnificent Highland piper in full ceremonial dress, playing "Scotland the Brave."

It only remains for me to convey thanks on behalf of all of us to the British Vice-Consul in Baltimore, Mr. H. Stewart, and Commander R. J. P. Heath, R.N., of the British Naval Mission in Washington, to whom the success of the visit was due, and to hope, as we sailed to the strains of "We're no' awa' to bid awa'" that this may indeed be true.

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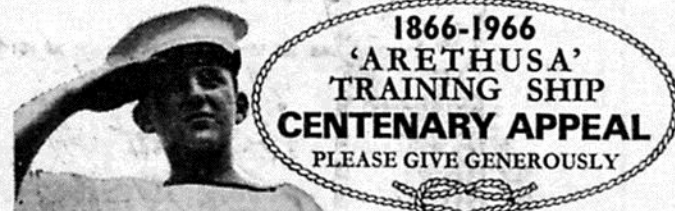
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Navy News

EDITOR:
W. WILKINSON
Royal Naval Barracks, Portsmouth.
Tel.: Portsmouth 22351 (Ext. 72194).

BRITAIN'S Far East Fleet of 70 warships and 16,000 officers and men is deployed in a vastness of "question mark" lands. War and near-war rages, and beneath every surface is a rumbling which might portend explosion.

One of the biggest question marks involves Singapore itself—a topic on which the Australians are acutely sensitive. At any time, our position there could become untenable, though the Australians do not take such a pessimistic view.

Peace feelers between Malaysia and Indonesia could in time bring an end to the warlike acts which have been described as "confrontation," but hopeful as this might be, it is only one facet of a highly-complex situation.

NUCLEAR CHINA

A good puff into smouldering embers has been caused by the crisis over defence aid to Malaysia. Britain has decided that her economic position, and the cost of the Indonesian conflict are such that no further help can be given.

The sinister background to most of the problems is the emergence of China as a nuclear power, and to offset this potent influence on minds east of Suez, great interest has been aroused by the suggestion that Britain's Polaris submarines should be operated in that area.

If Britain is to have an effective role east of Suez well into the 1970's, the backing of a Polaris force would have an undeniable effect on Asian thought.

INDIAN DEFENCE

The effect there would be far more striking than deployment in the Atlantic, where American strength is enormous by comparison. Among other things, India—however unwilling—would find herself with a nuclear umbrella.

Complete revision of plans would be necessary if the British Polaris submarines were to move so far from the depot at Faslane, and among the more costlier items required would be a new submarine support ship.

But for the moment, these are all theories. The hard facts are that Britain is pouring men and money into the enormous effort to protect areas vulnerable to infiltrating aggression. The four-page supplement in this issue gives a small indication of what is being attempted and achieved.

Admiral Sir Varyl Begg came to the office of First Sea Lord to face problems of exceptional magnitude. The Defence White Paper is challenge enough, but there is also the immediate problem of the current over-strain imposed on personnel and equipment by the Navy's widespread commitments, anxiety over consequent effects on recruiting and re-engagement, and pressure for improved conditions for families.

"NAVY News" asked the First Sea Lord how he saw the future, and these were his answers to questions:

Can you give an indication of the lines of thought consequent on the Defence White Paper?

The first point I would like to make is this. No major weapon of war is immutable. The sailing ship of the line, the early steam-driven warship, and the battleship have each in turn had their day.

If, in 1935, anyone had proposed to phase out the battleship within 10 years, the reactions would probably have been much the same as those we are experiencing today.

I believe the end of the era of the large strike carrier was—one day—sooner or later—just as inevitable.

What has really happened is that it is now coming to us perhaps 15 to 20 years sooner than we had either hoped or expected.

However, by keeping our present carriers running till the end of their lives in the mid seventies, we have nearly 10 years to reshape the Navy, and this is what we are going to do.

It will not be an easy exercise, and it may not be generally realised that it cannot be tackled by the Navy in isolation.

It will be necessary to convince the other Chiefs of Staff, the scientists, the finance departments and, finally, the Government, that what we are proposing is sensible and relevant to what this country is likely to want to do militarily in the seventies.

We plan to progress these studies throughout the spring and summer, with a view to reaching decisions towards the end of the year. So I am afraid it will be some time before we are able to give any firm statement of what sort of Fleet this will be. In the meantime I must ask for patience.

Carrier era end was inevitable

FIRST SEA LORD'S FORWARD LOOK

ment of what sort of Fleet this will be. In the meantime I must ask for patience.

Alternatives

After the Fleet Air Arm, what then? What will be the protection, attack and "eyes" of the Fleet of the late seventies and eighties?

As my answer to your last question indicated, we have a lot of work to do before we can be clear about this. But the point is that we must—in conjunction with the R.A.F.—replace the existing capabilities of the carriers; that is to say their capabilities for air defence, strike against surface targets, reconnaissance, and anti-submarine operations.

Increasingly close co-operation with shore-based aircraft, and the possibilities of missiles,

helicopters, VTOL aircraft, and nuclear submarines, are all being considered in our studies.

New fleet

What sort of fleet do you see emerging as a result of your studies?

Again—you will realise from what I have already said that it is too early yet to answer that question specifically.

But speaking broadly, as I see it, you have at one end of the scale the ultimate weapon of war—the nuclear deterrent; and the Navy now has the job of deploying this in our Polaris submarines.

And at the other end of the scale come the "police" forces—fishery protection, counter-insurgency (on which we are now engaged in Malaysia), and patrolling in Antarctica, for example.

And in between these extremes are the ships and weapons needed to provide the capability for offensive action and for defence against air, surface, and underwater attack.

These are the general purpose or maritime "shield" forces, capable of dealing swiftly and effectively with military situations short of those which would cause us to use nuclear weapons.

It is these forces which make the ultimate deterrent credible.

PROBLEM OF THE LONELY WIVES

May we have a word for the wives and families?

Well, as an old married man I had better be careful about this one. But in fact a great deal of what I said in answering the re-engagement question is relevant here.

On the basic problem of homes, there is the Assisted House Purchase Scheme; and the married quarters building programme is now running at the rate of over 1,500 houses a year in the United Kingdom, which means that very soon we hope to be able to announce a number of relaxations to the rules which should help the families.

It is our ultimate aim that families, if they wish to do so, should be able to move direct from one married quarter to another.

On the problem of separation, I mentioned our intention to reduce separation overseas and

turbulence at home. And of course there have been operating for a couple of years now special cheap rates in Service charter aircraft to the Far East and Middle East stations, for wives who can find the time to visit their husbands while serving abroad.

There remains the problem of the "lonely" wife, living alone perhaps in an area where she has few friends, while her husband is

at sea. We have a special committee looking into this particularly difficult problem.

Finally, my wife and I have always felt that the various wives' organisations, such as that at Portsmouth, do a lot to help families, but could perhaps do even more.

Possibly the schemes in the various ports, while catering for their own local problems, could be brought closer together with more co-ordination and a better interchange of information.

All this is being looked into.



Admiral Sir Varyl Begg

One very important matter in the development of such a fleet is to strike the proper balance between quality and quantity—between sophistication of ships and weapons (which is expensive in money and manpower) and the number of ships which we can man and deploy.

On the one hand, sophistication brings with it penalties in money, manpower, research and development and design and production effort.

On the other, without adequate sophistication, we will be unable to fight alongside our allies in major operations of war.

Whatever the outcome, the vital thing for my money is to produce a balanced navy which will make sense in the 1970's and 1980's, and in which people will be proud to serve.

Less separation—and more pay

What is being done to encourage a higher level of re-engagement?

We have always had a "long-service" navy, and therefore we have always wished and encouraged men to re-engage to complete time for pension.

But in a full employment society such as we have in this country today, the counter-attractions of life ashore are increasingly hard to compete with.

However, we have just had a substantial pay rise on April 1 this year—with a consequent increase in pensions; we have introduced re-engagement grants up to £750 for senior ratings in shortage categories; and a graduate separation allowance to contribute towards the cost of maintaining a home while the husband is abroad.

Moreover, we have introduced an Assisted House-Purchase Scheme to help buy the home itself.

We are taking steps to reduce

the periods of overseas separation, and are also trying to find ways of reducing separation and "turbulence" during periods of home service in the United Kingdom—not an easy problem.

As regards separation, we are aiming to reduce this to a maximum of 12 months' sea time away from the United Kingdom at any one time.

This cannot yet be done for every ship, but by the end of this year I hope that the number doing more than a year away from home should be small, and even their tour will normally only be 15 months.

However the fact is that a number of improvements in conditions of service, which act as incentives to re-engagement, carry operational penalties.

One must be careful to preserve a proper balance between the two. When all is said and done, the taxpayer will only pay for a navy which is demonstrably flexible and mobile.

JUTLAND ENEMIES MEET AS ALLIES

TO commemorate the 50th anniversary of the Battle of Jutland, H.M. Ships Dainty (Cdr. F. E. B. Brown, R.N.), and Defender (Cdr. B. J. Straker, R.N.), and two ships of the Federal German Navy, the Karlsruhe (Jnr. Cdr. Knaup), part of the Second Escort Squadron commanded by Cdr. Stricker, and the Braunschweig (Cdr. Schneider), met at the scene of the battle—about 80 miles from the Danish coast and about 260 miles east of Aberdeen—on May 31.

Veterans of the battle—British and German—were present and wreaths were dropped overboard in memory of those who lost their lives.

In reply to the British message "We are glad to meet you here on the scene of the great sea battle . . ." the senior German officer replied "We agree it is much more pleasant that we meet today as friends and allies in NATO partnership."



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ONLY MATELOT GHOSTS ABSENT

BRAVING snakes, land crabs, and the ghosts of long-dead matelots, three Royal Marines from H.M.S. Rothesay climbed Diamond Rock in the French Caribbean island of Martinique.

Rothesay is commanded by Cdr. A. F. R. Weir, and was flying the broad pennant of Commodore H. H. Dannreuther during the visit to the island.

The locals had never ceased to wonder at the endeavour apparently shown by every passing Englishman to make the ascent, and looked in customary astonishment when, in response to a challenge from the Commodore, six decided to have a go.

Leading the party were the O.C.R.M. (Lieut. M. Clayton, R.M.) and the doctor (Surg. Lieut. I. Hay), laden with medical supplies. They were accompanied by four Royal Marines, Cpl. Egglestone, and Mnes.

NAVY SWEEPS BOARD

Although the Royal Navy has only one-fourth of the number of R.A.F. personnel at Gibraltar, and a third of the Army's number, the success of the Navy footballers on the Rock in the 1965/66 season was remarkable.

The Governor's Cup retained for the third successive season and the Inter-Services league was won for the first time since 1933—and only the third time since the competition started in 1918.

The Navy finished fourth in the Gibraltar R.A. League.

Diamond Rock ascent

Cardwell, Prettyjohn, and Taylor.

"We set off at noon," writes one of the party, "the whaler making good time of the passage from Fort de France to the Rock, which lies to the South of Martinique."

"In 1802, the 74-gun Centaur landed a party of 100 men, commissioning it as H.M.S. Diamond Rock. They remained until 1804 to harass continually Villeneuve's fleet."

DREADED SNAKES

"The assault had the services of numerous onlookers and advisers."

"One of the midshipmen revelled in telling us about the dreaded Fer de Lance snake, huge land crabs, and ghosts of long dead matelots."

"We were awed by the thought of those sailors of long ago, who hauled two 18 lb. cannon 600 feet to the summit, and defied the French for almost two years."

"After a rough scramble the vertical ascent began. We ignored the hissing lizards and the hot sun, and soon left the land crabs far below."

"Suddenly there it was, not one foot from the doctor's torn plimsols. The snake was just as the midshipman had promised, dark grey with yellow stripes. He could see its tongue flicker in and out as the reptile slowly meandered towards him."

LET HIM PASS

"Would he let go his hold and be dashed to death on the rocks 500 feet below, or would

he ignore it and clamber on towards the summit? The Marines above him were motionless but not speechless. 'Kick it sir!' He did not, and the Fer de Lance let him pass."

"As the face assumed Eiger-like dimensions, a petrified doctor glanced at the whaler heading for the banyan beach, and thought of the descent that was still to come."

"While his thoughts were thus far away, another shout came from above him. 'Ere's another b...'. The Marine who had already advocated kicking was no hypocrite."

"The doctor needed no further encouragement, and retired to a small ledge set back in the cliff face, having got within a hundred feet or so of the summit."

"The remainder pressed on, parade-ground voices damning every snake on earth."

HONOUR PRESERVED

The report added that only three Marines finally made the summit—the O.C.R.M. and the Corporal returning to join the doctor on his ledge. Within the hour they were all safely at the foot of the rock.

"Taint nothing there 'cept the view," the three Marines had reported."

The subsequent bañyan was a great success. Over the fire and between cans of export Watney's, the snakes doubled in length and the cliff face steepened."

The honour of the Service had been preserved, even though the doctor had allowed the bootnecks to make the final conquest."

As H.M.S. Rothesay left Martinique two days later, a seven-gun salute was fired to the memory of those sailors and Marines of 150 years ago.

Recruit?

A.B. John Cook of Broadstairs (Kent), was reunited with his wife Kathleen, pictured here with 19-month-old Nigel, when H.M.S. Rothesay arrived at Portsmouth on May 6. The frigate is to be equipped to operate a lightweight helicopter, and is also to be armed with Sea Cat missiles for close-range anti-aircraft defence. The work is expected to take two years.



POLARIS MEN GO INTO TRAINING



The instructor is Ch.M.(E) Trevor Townend, and others in the picture are L.M.(E) Brian Dawson (standing), and (left to right) L.M.(E) Graham Fearn, L.M.(E) William Clelland, and L.M.(E) Brian Sutton

Verulam saved skipper's teeth

THERE was no shortage of fish on board when the frigate H.M.S. Verulam (Lieut.-Cdr. D. F. Watts, R.N.), was at Lerwick, for the ship's divers distinguished themselves by recovering a set of false teeth belonging to the skipper of a Peterhead seine net fishing-boat.

The teeth had fallen over the side in a moment of stress, and were found surrounded by an impressive number of beer cans.

When the ship visited Midlesbrough, four previous members of the ship renewed acquaintances with their old ship.

Mr. Chapman, of Billingham, one of the four, served in Verulam from November, 1943, to November, 1945, during which time the ship took

Destroyer Flotilla on two Japanese cruisers, which resulted in the sinking of the Haguro.

When the ship returned to Devonport on May 12, it was the last "home-coming" for C.P.O. James C. Molloy, the Chief Bo'sun's Mate, and for the Coxswain, C.P.O. Cecil D. Cornwall, who, after 49 years' service between them, will be leaving later in the year.

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Fijian chiefs visit Britannia

Fijian chiefs boarded the Royal Yacht Britannia at Suva, the capital, to greet the Queen Mother and perform the traditional Kavaukeleke ceremony.

While Her Majesty was later taking part in official engagements, the royal yachtsmen were able to renew old friendships, this being the yacht's second visit to Fiji in two years.

The Royal Yacht sailed from Suva on the evening of Easter Sunday, and the following evening the Queen Mother was entertained in the fore-cabin, where 35 officers and men presented a cabaret, "You Must be Bluffing."

Britannia arrived off the East Cape of New Zealand on April 14, and Her Majesty first set foot in New Zealand at Bluff, the most southerly port in South Island. Other places visited were Dunedin, Timaru, Lyttleton, and Wellington.

On going to Devonport, Auckland, the yachtsmen were given 48 hours' station leave to

enable them to take advantage of the generous hospitality they had been offered, to visit relations, and to see something of the North Island.

The Queen Mother finally

disembarked on May 4 and flew back to England, and the following day Britannia headed westward for the homeward journey, having anchored or gone alongside at 53 places.

SHIP OF WISDOM-AND 13

Throughout the ages sailors have been notoriously superstitious, but when a ship is named Minerva—the Goddess of Wisdom—even sailors can afford to discount omens.

H.M.S. Minerva, the new Leander class frigate, was completed on Friday, May 13. She is the 13th ship of her class and has 13 officers.

Commanded by Cdr. R. A. Hoskyn, A.N., the frigate was built by Messrs. Vickers at the Walker Naval Yard, Newcastle,

and is crammed with complicated electrical, electronic, and mechanical equipment.

Those standing by the ship while she was being built were accommodated in the area, and a number of their landladies were present when the ship was commissioned on May 22.

Minerva was laid down in July, 1963, and was launched in December, 1964, by Lady Hopkins, wife of Admiral Sir Frank Hopkins, now the Commander-in-Chief, Portsmouth.

AT HOME ON THE RANGE

Wrens Valeria Rock (nearest camera) and Christine Rychlowska, who took part in the Scotland and Northern Ireland Command Small Arms meeting. Both are in the 22 team of H.M.S. Unicorn, headquarters ship of Tay Division R.N.R.

Also in the picture is Cdr. Peter Needham, Staff Officer Administration at Maritime Headquarters, Pitreavie, who organised the meeting "to see if anyone was interested in shooting."

Winner was P.O. A. Toms (H.M.S. Cochrane), and runner-up Cdr. Needham. Team championship went to the submarine depot ship, H.M.S. Maidstone (C.P.O. D. Cawdron, Lieut.-Cdr. J. Green, Sub-Lieut. W. Cooper, and Ch. E.R.A. K. Hutchinson).

(Photo, The Scotsman)



Rear-Admiral M. P. Pollock

A former captain of H.M.S. Ark Royal, (1963-64), Rear-Admiral M. P. Pollock, took up the appointment of Flag Officer Second-in-Command, Home Fleet on May 4, in succession to Vice-Admiral J. O. C. Hayes.

New Leander Frigate

A new Leander class frigate—until launched she will be known as the "RSA 33"—is to be built in H.M. Dockyard, Portsmouth, and the "laying down" ceremony took place on May 25.

Mrs. Paige, wife of the Admiral Superintendent, Portsmouth, Rear-Admiral R. C. Paige, who relieved Rear-Admiral J. Blackham on May 9, performed the ceremony by cutting a ribbon which automatically rang a bell.

When the bell stopped ringing, Mrs. Paige "checked" it with a spirit level and, after walking round the section declared it "well and truly laid."

In Memoriam

Ernest Edward Astell Newberry, Petty Officer Electrician, L/FX. 835206. Heron. Died April 19, 1966.

Rowan Hannah, Corporal, Royal Marines, R.M. 10454. 42 Cdo., R.M. Died April 19, 1966.

William Andrew Tasker, Leading Electrical Mechanic, D/MX. 879678. H.M.S. Albion. Died April 21, 1966.

William George Balderson, Writer, D/064726. H.M.S. Cochrane. Died April 24, 1966.

Francis Edward Crocker, Sailmaker, D/JX. 581666. H.M.S. Bulwark. Died April 29, 1966.

Engineer Lieutenant-Commander Reginald George Symons, Royal Navy, H.M.S. Orion. Died May 1, 1966.

Lieutenant John Michael Stutchbury, Royal Navy, H.M.S. Ark Royal. Died May 10, 1966.

NEW ON THE BOOKSHELF DEFENCE OF CRETE LED TO VICTORY

"FOR those who suffered and whose lives were scarred by those terrible ten days in May, 1941, it must be no small comfort to realise that from the disaster of Crete were born the first stirrings of victory."

So concludes John Wingate, D.S.C., in his book, *Never So Proud* (Heinemann, 18/-), a thrilling story of the operations round the evacuation of Crete.

The stubborn defence of the island and the very heavy German losses prevented Hitler from immediately attacking Cyprus, and thereby winning the Middle East. The German attack on Russia was launched five weeks late, and Hitler's armies were caught by the Russian winter before they could consolidate their positions.

The Navy lost three cruisers and six destroyers; three battleships and a carrier were damaged as well as six cruisers and seven destroyers. Altogether 1,828 officers and ratings were killed, yet the evacuation had to go on.

John Wingate, a sub-lieutenant at the beginning of the Second World War, who served in submarines from 1942 to 1945, finished the war as First Lieutenant of a destroyer in the Indies, has captured, vividly, the atmosphere of the whole operation, and the gallantry and steadfastness of those who took part in it.

H.M.S. GANGES— 100 YEARS OF TRAINING

The raising of the national school-leaving age to 16, proposed for 1970, will result in the ending of the H.M.S. Ganges type of training for the Royal Navy.

In his book, *H.M.S. Ganges* (1866-1966)—*One Hundred Years of Training Boys for the Royal Navy*, the author, Inst.-Lieut. D. L. Summers, B.A., R.N., tells of the work and way of life, their pay and conditions, of those who were trained in the ship herself and at Shotley, and of the aims of those in charge.

The volume, well produced, containing a number of excellent photographs, may be obtained from Inst.-Lieut. G. Brown, R.N., H.M.S. Ganges, Shotley Gate, Ipswich, price 8s. 6d. (post and package paid).

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The 'News' Diary



Capt. J. E. L. Martin, R.N.

New Flag Officer

CAPT. John Edward Ludgate Martin, D.S.C., R.N., is to be promoted to Rear-Admiral to date July 7, 1966, and to be Flag Officer Middle East in September, 1966, in succession to Rear-Admiral P. N. Howes, D.S.C.

A navigation specialist, Capt. Martin joined the Royal Navy as a Cadet at Britannia Royal Naval College, Dartmouth, in 1932, returning as Captain of the College in October, 1963, the appointment which he now holds.

U.S. chums

FOR part of her visit to Hong Kong, H.M. submarine Ambush berthed alongside U.S.S. Diodon, an American submarine.

A successful liaison resulted, culminating in a smoker for both submarines' companies, given by the Welfare Fund in the China Fleet Club.

San Mig lubricated a fairly noisy cultural exchange,

FROM cottage to castle is almost a commonplace of real life, but palace to mess-deck can probably claim to be unique.

A fascinating history of 100 years of training boys for the Royal Navy, "H.M.S. Ganges, 1866-1966," written by Instr.-Lieut. D. L. Summers, R.N., tells of a notorious "volunteer" for the Royal Navy.

As Lieut. Summers explains, some did not volunteer quite as willingly as others, and a case in point was that of Boy Jones, to whom the daily press gave immense coverage in the early 1840's under the nick-name "In-I-go" Jones.

"Jones was a sub-normal hobbledehoy," writes Lieut. Summers, "who owed his notoriety to the fact that on at least three occasions, separated by terms of imprisonment, he was discovered in Royal apartments in Buckingham Palace."

"Once, so the story goes, he was found by the Prince Consort hidden under a sofa on which Queen Victoria and the Prince were sitting."

"The only means which could be found to stop his escapades

FOR NAVY ARTISTS

A "FAR flung" flavour always adds special interest to the annual exhibitions of the Armed Forces Art Society, to which serving and retired Navy people add praiseworthy contributions.

This year's exhibition, to be held in September, affords its usual opportunity for Service people to put their work on show in London at very reasonable rates.

Regular exhibitors include Sir Charles Madden, and Rear-Admiral J. B. Moore, who is also vice-chairman of the society.

How In-I-Go joined up

was to send him to sea. There he ultimately became one of the curiosities of the Fleet."

The book adds the Boy Jones was technically a "volunteer," as an Act of 1740 did not allow boys under 18 to be impressed for the sea.



C.P.O. DEWANE

The Lower Deck's "Second Sea Lord" has been a description applied to Chief Petty Officer Thomas Dewane, who has been ratings' member of Admiral Sir Desmond Dreyer's personnel liaison team explaining Admiralty policy on conditions of service to ratings all over the world. When he received the B.E.M. from the Second Sea Lord, he was also given a personal message from the Queen, who regretted not being able to make the presentation herself.

Has ghosts

MISS Mary S. Fetherston-Dilke, R.R.C., has been appointed the new Matron-in-Chief of the Queen Alexandra's Royal Naval Nursing Service.

Her home, Maxstoke Castle, Coleshill, Warwickshire, complete with its own ghosts and moat, is 600 years old, and has been in the family's possession since the time of Queen Elizabeth I.



A smile from Capt. T. G. V. Percy, R.N., when he was presented at Divisions with a photograph commemorating the 20 aircraft flypast which he led in a Meteor as a farewell to R.N.A.S. Yeovilton. The photograph had been signed by all the aircrew participating. Capt. J. D. Honeywill, R.N., has now assumed command of the air station.

Girls arrived—stopped match

NAVY footballers in a match at Italy's Blackpool—the town of Rimini—were startled by a great roar 10 minutes after the start.

It was nothing to do with the play, however, but a typical Mediterranean welcome for girls from the local grammar school.

Seats were vacated in an instant, and "les girls" were immediately surrounded by a crowd of ardent admirers. It was some time before attention was again transferred to the soccer.

Visiting Rimini were two ships of the 7th Mine Counter-measures Squadron, H.M.S. Walkerton and H.M.S. Shavington, the trip being immediately after Exercise "Dawn Clear."

The match was at Rimini Stadium, between a team representative of the two ships and the 5th Air Brigade. It was rather akin to Oldham Athletic against Liverpool, and the sailors went down 7-1 to the airman, though they nevertheless

earned the respect of both players and spectators.

Local authorities provided abundant hospitality, with free bus tours, a spontaneous parade, and receptions, while the ships responded with "open days" aboard, and the soccer.

As a result of much advance publicity, the ships had no fewer than 4,000 visitors each, a record no doubt well substantiated by the Carabinieri, who had to be called upon at the last moment to stem the surge.

No juniors now at St. Vincent

WHEN 17-year-old John Marshall entered H.M.S. St. Vincent at Gosport on May 2, he was the first recruit to report to the establishment in its new role—the training of adult and over-16 entries.

For nearly 40 years St. Vincent with 15-year-old juniors was the starting place for thousands of sailors. Such youngsters will now go to H.M.S. Ganges.

New entries will spend six weeks on a general course introducing them to naval life. All seaman entries will stay at St. Vincent for another nine weeks, but all other ratings will go to the specialist training schools.

Capt. C. B. Featherstone-Dilke, R.N., the commanding officer, who is to become the Deputy Director of Defence Plans (Navy), in July, said that Gosport will notice quite a difference.

There will be no more bonfire nights, no bugle bands, few sporting competitions.

"The whole tempo will be much faster, as these new entries are put through in a very short time," he said.

Drinks promise

A COUPLE of drinks "on the house" is always a welcome invitation, and it is extended by a former chief petty officer, Michael J. Wright, who retired from the Royal Navy last year and has opened a bar on the Spanish coast between Gibraltar and Malaga.

In a letter to "Navy News" he says he has decorated the bar with beer-bottle labels collected in many countries, and in seeking additions to the collection he makes the "free drinks" promise—for personal delivery.

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During December the Rose season is coming to an end, and whilst orders for Roses will be executed if possible, other flowers may have to be substituted.

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YOUNGEST ABOARD

Mrs. Davenport, wife of Capt. D. Davenport, R.N., and J/Seaman Hugh Cameron, of Aberdeen, cut the commissioning cake in H.M.S. Victorious on the 25th anniversary of the ship's commissioning. Cameron is the youngest rating aboard.



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AN APPROPRIATE DAY

President at Dedication

IT was an appropriate day to dedicate a standard—St. George's Day, April 23—and the Christchurch branch of the Royal Naval Association certainly made the most of it.

Led by the Bournemouth and Christchurch Sea Cadets Band and supported by the Area Standard and by branch standards of Aldershot, Alton, Bridport, Bournemouth, Brighton and Hove, Camberley, Portsmouth, Portland and Weymouth the Christchurch shipmates proudly marched to the church.

They were further supported by shipmates from Bembridge, Caterham, Eastbourne, Goldstone, Purley, Ringwood, and Westminster.

The service of dedication was conducted by the Rev. A. Barnett, branch chaplain and a wartime R.N.V.R. Chaplain, in the presence of the Mayor of Christchurch, Mrs. Irene Stevenson, and Admiral Sir Frederick Parham (President of the R.N. Association) and Lady Parham,

and many civil dignitaries.

At a reception attended by 200 guests the mayor cut a huge cake specially made for the occasion, and she was presented with a bouquet by Miss Susan Bungay.

The reception was followed by a social evening, prizes being presented by Admiral and Lady Parham.

Miss Janet Stride presented a bouquet to Lady Parham, and Shipmate Frank Rumney, the branch chairman, presented Admiral Parham with a gift on behalf of the branch.

The newest member of the Christchurch branch is the town's Mayoress-elect, Mrs. Spreadbury, an ex-Wren.

At the May meeting a fellow shipmate, "Mick" Butler, an R.P.O. who has just returned home after two years in H.M.S. Terror, presented a handsome bell rope to the branch president Rear-Admiral Sir Philip Clarke.

Shipmate Butler told the members that he and his messmates in Terror had read in "Navy News" of the formation of the branch and decided to make the gift, and a fine craftsman's job it is.

Christchurch is now looking for a ship's bell, hoping that a shipmate somewhere has one in his loft and will give the branch a "ding-dong."

The very latest member is a Royal Marine, Shipmate Parkes and the full ship's company has now reached the half-century mark.

'CHEAP RUN'

The secretary of Sevenoaks branch of the Royal Naval Association had a cheap "run" when his branch visited the Battersea branch.

The Sevenoaks shipmates thoroughly enjoyed the hospitality of the Battersea shipmates and are already looking forward to the next trip.

Shipmate Tinker, the Sevenoaks secretary, was fortunate enough to take £2 10s. from Tom Bola, much of which, of course, went back to the bar and contributed to the cheap "run."



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'SHIPMATES, DISINTEREST SANK US'

"SHIPMATES, disinterest sank us." So says Shipmate Lawrence A. Hannon, the ex-Standard-bearer and secretary of the Caterham and Godstone branch of the Royal Naval Association.

The remaining members of the Branch have now amalgamated with the Purley and District branch, and the Caterham Standard was laid up in the parish church of St. Nicholas, Godstone, on May 1.

Shipmate Hannon writes that it was a very sad and humiliating day. "Sad that it should happen, humiliating because lack of interest caused my proud Standard to be laid up in church."

He went on, "The only consolation being that this so beautiful symbol of comradeship will in future be seen not only for the occasional parade, but on every day of the year by whoever visits the church."

Giving praise to the shipmates of the Folkestone and Greenwich branches, and the Submarine Old Comrades' Association of London, Shipmate Hannon said: "They set an example that a great many other branches could follow."

FAILED TO REPLY

Seventeen branches failed

Early submariners took canary—to test air

One of the earliest submariners, a man who volunteered for the Royal Navy's first submarine, Holland I, died on March 26 at the age of 82.

He was Mr. John James Bickerdike who, before joining the Navy had worked in a coal mine. He used to say that his early submarine experiences were not unlike coal-mining. Early submariners even took a canary down in their boats so that they would have adequate warning of deterioration of the atmosphere.

Once a sailor, always a sailor. Mr. Bickerdike, although he had been out of the service for many a year, still had a nautical roll as he navigated his home in Glasshoughton, Castleford, Yorks.

He was a jolly "old salt" and, recounting his submarine adventures, would adopt a crouch as he indicated the lack of headroom, and then, as he talked about the officers under whom he served, his shoulders would be pulled back and his chest would expand.

PAY—11s. 8d. PER WEEK

In October, 1957, "Navy News" carried a story of Mr. Bickerdike's early days in H.M. Submarine A.5, when his full pay, including submarine pay, was 11s. 8d. per week.

This story was read by the daughter of a lady by whom Mr. Bickerdike was brought up and, through "Navy News," she was able to contact him, and in the following December the two were married.

even to reply to the invitation to attend.

The attendance of shipmates from Horley, Purley, and members of the Godstone branch of the British Legion and the Caterham Artillery Association was appreciated.

Capt. Gray (Church Army), Chaplain to the Caterham Sea Cadets, marched the one and a half miles to the church and back with 40 cadets of the Unit, whose band provided the music.

Very high praise was given to the cadets, and to those courageous "not so young" shipmates who faced up to a three-mile march.

The service was conducted by the rector, the Rev. C. J. Studdert-Kennedy, son of a clergyman of world-wide fame in the First World War—"Woodbine Willie."

The lesson was read by Cdr. J. Kerans, R.N. (ret.), who also took the salute and gave a short address before the parade was dismissed.

Guests at the ceremony included the Mayor and Mayoress of Newham, Alderman and Mrs. Macmillan, the Sea Cadet District Officer, Lieut.-Cdr. W. Bailey, the Area Officer, Lieut.-Cdr. W. Walters and Sea Cadet officers from all the local units. The inspecting officer was Vice-Admiral Sir Peter Cazalet. Inst. Capt. Gordon Britton, R.N., president of the West Ham branch of the Association, also spoke to the cadets, hoping that they would serve in the Royal Navy and then, in their declining years, turn to the Association and, in turn, do good for the younger generation.

At Easter members of the branch visited Beer branch, where they were welcomed by Beer's president, Lieut.-Cdr. Maundrell, chairman, Shipmate Walsh, and secretary, Shipmate Robbins.

VISIT TO PORTLAND

During the Easter week-end, a visit was made to the Portland branch.

The wife of one of the West Ham members was stricken with food poisoning and had to be taken to a Weymouth hospital, being kept in for observation.

The West Ham members would like to praise the Portland shipmates who visited her with offers of help.

The branch membership is growing, and a big headache is that the present headquarters are not big enough to accommodate everyone.

A start has been made on a building fund, and in the years to come it is hoped that space will not be the branch's worry.

CHEAM'S WELFARE WORK RECOGNISED

At the annual dinner of the Cheam and Worcester Park branch of the Royal Naval Association, the principal guests were the Mayor and Mayoress of the London Borough of Sutton, Alderman Andrew Letts and Mrs. Letts.

The branch president, Richard Sharples, M.P., and Mrs. Sharples were also present.

When he proposed the toast of the branch Mr. W. Sollins, chairman of the Cheam Social Club, outlined the growth and work of the branch.

Its activities in Cheam and Worcester Park were well known, especially in the field of aid for those in need, and their efforts to entertain those children in the homes of the borough.

Alderman Letts spoke of the need in a borough for organisations such as the Royal Naval Association, which gave opportunities for ex-naval personnel to keep in touch and enjoy

the company of the many friends the branch has in the area.

He felt, however, that there were still many in the area who did not know of the existence of the branch.

Shipmate R. Merson, the branch chairman greeted the guests and in a short speech thanked the Ladies' Section for its great help.

The dinner was followed by a dance.

New branch for No. 11 Area

Number 11 area of the Royal Naval Association has gained another new branch—Thorne, near Doncaster.

The inaugural meeting was held on March 12, the chair being taken by Shipmate F. Stephenson, of No. 9 Area Council.

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RED BARREL - WATNEYS KEG

REVIEW MAY BE THE LAST

Once again the Sherwood and Arnold branch of the Royal Naval Association has sponsored the Naval Review covering the work of the numerous Naval Associations, Sea Cadet Units and Service Clubs in the Nottingham area.

With a foreword by Vice-Admiral H. R. Law, and a letter from Rear-Admiral R. St. V. Sherbrooke, V.C., and Rear-Admiral A. D. Torlesse, the booklet (2/- from the editor, J. Metcalfe, 22 Highfield Grove, West Bridgford, Nottingham), contains pictures and stories, and is a grand attempt to portray the love of the Navy held by people living in the centre of England.

In previous years a gratuitous copy was sent to all branches of the Royal Naval Association at home and abroad, but the cost is now prohibitive and it is hoped that branches will apply for copies, otherwise the present issue may well be the last.

In addition to asking branches to support the venture financially by purchasing copies, it had been hoped that other branches would submit articles for publication, so that the magazine could be extended into a national one instead of covering the Nottingham area only.

The editor of the Review is still hoping that branches will support this admirable project.

Shipmates of the Dorking branch of the Royal Naval Association are playing their part in the town's Cancer Relief fund. The target of £1,000 is in sight.

The branch secretary, Shipmate R. Vincent, is on the local committee and is doing much to help the worth-while cause.



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Submariners get new 'Jolly Roger'

FORMED only two years ago, the Exeter branch of the Submarine Old Comrades' Association is going great guns and now has a membership of more than 70, being the third biggest branch of the 28 or so branches spread throughout the country.

The branch's oldest member is 86-year-old Cdr. H. Graham Good, of Paignton, who captained Britain's first submarine, No. 1, from 1903 to 1905. One of the youngest is Mr. W. Wyatt who has served

DONATIONS CRACKED CARBOY

In the February issue of "Navy News" it was stated that a huge bottle—a carboy—had been placed in the foyer of the headquarters of Wear branch of the Royal Naval Association to receive contributions for the Admiral Madden Fund.

So great was the response that the carboy cracked under the strain and had to be replaced by a glass-ended firkin.

When the firkin was emptied it contained £32 11s. 6d., an amount that was increased to £45 by a competition to estimate the sum it contained, and as one firkin does not make a barrel, it is back in the foyer to raise more money for the fund.

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The president of the branch is Mr. W. Edey, who had helped to found several branches of the association, and one day he met Mr. D. J. Easterbrook, who is now the branch chairman, and from that chance meeting grew the present branch. The secretary is Mr. W. Woodgate, of Exeter.

When the branch first its early meetings a flag, the original "Roger" flown by the British submarine E.54 on return to port after sinking the German U Boat 81 in the Atlantic on May 1, 1917, was flown at the headquarters.

This flag had been kept by the late Mr. G. Knight, a founder-member of the branch, and was presented to the members by his widow.

With the formation of the Submarine Museum at Fort Blockhouse, the flag was presented to the museum, but a few weeks ago Capt. J. Cooke, a member of the London branch of the association, and one of the branch secretary's old submarine captains, sent along a new "Jolly Roger," and it is planned to fly this at their monthly meetings at the R.N.R. Communications Training Centre in Sidwell Street, Exeter.

PROCEEDS FOR MADDEN FUND

The second social and dance of the year of the Wolverhampton and District branch of the Royal Naval Association was a splendid affair, and the proceeds were given to the Admiral Sir Alex Madden Fund.

Members from the Broseley branch of the Association, together with representatives from the British Legion, Royal Marines' Association, Fellowship of the Services and Civil Defence attended.

THE 'SHINY SHEFF' FOR SHIP BREAKERS

H.M.S. Sheffield, the "Shiny Sheff," last of the Southampton class of cruisers, is being replaced by H.M.S. Belfast, of Improved Southampton class, and the largest cruiser in the Royal Navy, as Headquarters Ship of the Commodore, Reserve Ships, Portsmouth.

Sheffield has been on the sales list for the past year, but no offers were made, and it has now been decided to scrap her.

On May 12, former com-

Gaelic Blessing At Brighton Commissioning

The anti-submarine frigate H.M.S. Brighton recommissioned at Chatham on April 29 under the command of Cdr. P. Stanford, R.N., for another period of service East of Suez.

Present at the commissioning service, which featured the traditional Gaelic Blessing used at similar ceremonies since 1589, was the Mayoress of Brighton, Mrs. Dudley Baker, and she cut the cake which had been baked and iced by naval cooks.

The association between the ship and the town of Brighton is to be maintained.

One aspect of this association has been the ship's liaison with the St. Gabriel's Children's Home, and it is intended that the previous arrangement of remembering individual children's birthdays and of sending gifts to the Home, for example at Christmas, will continue.

Admiral takes office in No. 1 Area

There was a feeling of sadness and pleasure at the annual general meeting of No. 1 Area of the Royal Naval Association.

The sadness was because Commodore Sir Roy Gill had to relinquish the office of pre-

sident of the area through ill-health and pleasure that Admiral Sir Charles Madden, Bt., had accepted the position.

Admiral Madden is on the committee of the "Sir Winston Churchill" sail training ship and also on the committee of the building of Cook's "Endeavour."

Shipmates Wootton, Verth and Hooker were re-elected to the posts of chairman, secretary and treasurer, and Shipmate Baxter was re-elected as editor of No. 1 Area Bulletin.

Shipmate Wheeler, vice-president of the Royal Naval Association, thanked the branches of the area for their good work in the welfare field.

A new post has been formed—that of Liaison Officer for the area—and Shipmate J. Pinder has taken the job on.

The Liaison Officer's job will be to endeavour to stop the continual clashing of dates for dinners, etc., which happens so often in such a compact area.

The Secretary of the Council, Shipmate L. Haskell, addressed the meeting, giving details of the Guide Dogs for the Blind fund and stressing the need for donations to the fund.

ST. AUSTELL HELPS DEAF

When the chairman of the St. Austell branch of the Royal Naval Association learned during a social evening at the branch's headquarters that the local Society for the Deaf had no meeting place, he announced that he would call a meeting and try to arrange special evenings for the society at the club.

Shipmate A. H. Mortimore, D.S.M., the chairman, also said that the members of the St. Austell branch would also endeavour to get help to entertain them.

In addition to shipmates of the Redruth and Camborne branch who were guests, the branch president, Capt. W. St. A. Malleson, V.C., R.N., and Shipmate F. J. May, president of No. 4 Area and chairman of the National Council, were also present.

1943; Biscay, 1943; and North Cape, 1943.

H.M.S. Belfast, built by Harland and Wolff at Belfast was laid down in 1936, launched in 1938 and completed on August 3, 1939.

She was practically rebuilt after being heavily damaged by a mine in the early months of the war.

TO ALL MEMBERS of the ROYAL NAVAL ORDNANCE ARTIFICERS' SOCIAL CLUB

At an Extraordinary General Meeting held at Southsea, on Wednesday 19th January, 1966, the future of the club was discussed, and it was decided that, for the club to continue, it was necessary to transfer all club effects and monies to a Resident Committee at Chatham.

The committee appointed consists of two ex-R.N. and one serving Ordnance member stationed at Chatham:

President: Mr. R. E. Bate, 17, Lingley Drive, Frindsbury, (nr.) Rochester, Kent. Home Tel. No.: Medway 79014.

Treasurer: Mr. K. A. Poulton, 67 Arthur Road, Rainham, Kent.

Secretary: W. H. Moor, C.O.A., 15, Beckley Road, Sheerness, Kent. Home Tel. No.: Sheerness 2896. Office Tel. No.: Medway 44422 Ext. 3353.

All future correspondence and applications for assistance in furtherance of Ordnance Social activities, should be addressed direct to the committee members.

The attention of all members, both serving and ex-R.N. is drawn to the fact that a Social "Get-Together" takes place at the Garrison (old U.S.) Rugby Clubhouse, Gillingham, Kent, from 2000 onwards, on the FIRST SATURDAY of each and every month. All members and serving personnel eligible for membership, who are in the vicinity, at any such date, are most welcome. The clubhouse is on the Brompton Road, Gillingham—just roll up and ask for us.

The state of funds and activities can be ascertained at these meetings.

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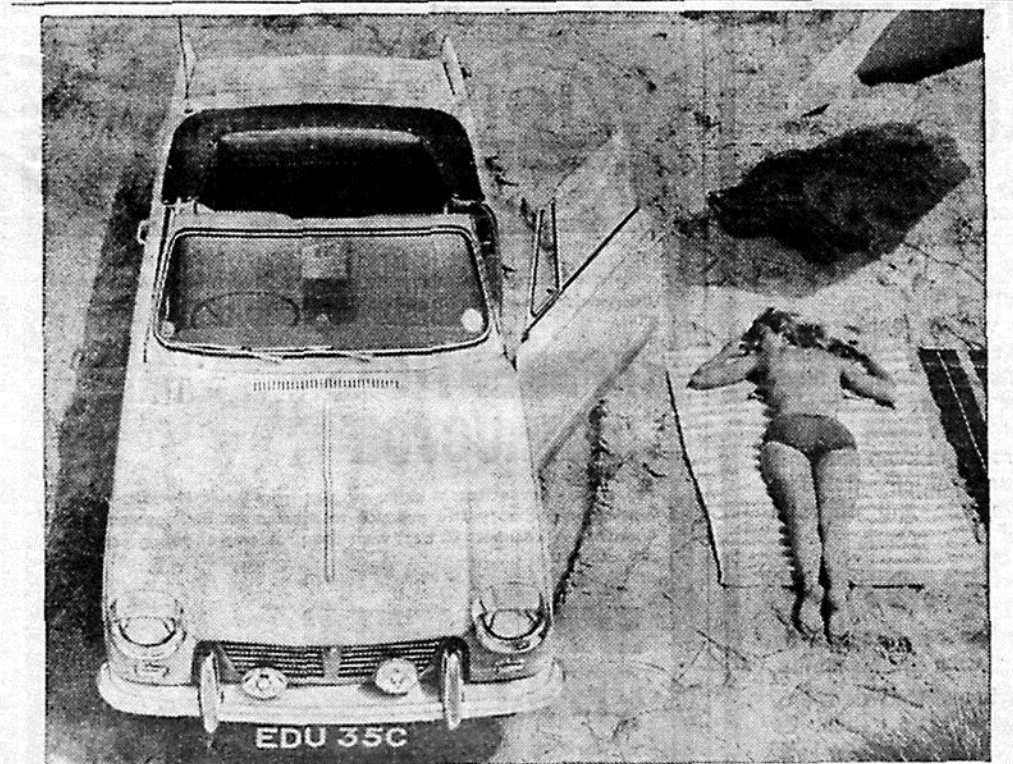
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- ★ The Manager, (PE2715), Ministry of Labour, P. & E. Register, Atlantic House, Farringdon Street, London, E.C.4.

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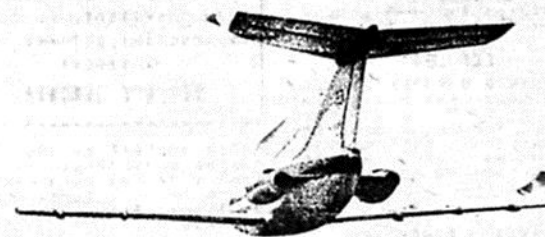
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E.A. J. C. GIBSON

DEATH

THE DEATH OCCURRED on Wednesday, May 4, 1966, of Capt. Robert McKellar, M.B.E., S. B. St. J., R.D., R.N.R. (Retd.), President of the Gravesend Branch of the R.N. Association. "A good shipmate who will be greatly missed by all of us at Gravesend."

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STILL AMBITIOUS

ALTHOUGH he has visited many parts of the world, Electrical Artificer J. Colin Gibson still has one unfulfilled ambition—to play for England at Twickenham.

Best known as an outstanding rugby player, he has played for the Fleet Air Arm XV, United Services (Portsmouth), Hampshire, the Royal Navy, South-Eastern Counties, London Counties, the Combined Services, and the Barbarians.

He was an England trialist in 1963, and toured with the England Rugby team to Australia and New Zealand in the same year.

He began playing Rugby League football at the age of seven, and played for the Yorkshire schoolboys before joining the Royal Navy.

In addition he has been a more than competent 440-yard hurdler, representing the Naval Air Command and Royal Navy.

As a junior boxer he had 88 contests, ending as the Junior Middleweight Champion, and runner-up in the Inter-Services Junior Competition in 1959, before giving up the sport to concentrate on Rugby Union.

Colin Gibson joined the Navy in 1958 and served for 15 months in H.M.S. Figgard, and three years in H.M.S. Colling-

serving in an Eagle Squadron.

He is now married and lives in Stubbington. His wife was a Dental Wren in H.M.S. Ariel when they met in 1964.

As a member of the Combined Services team, he visited Kenya and Rhodesia, and with the England Touring team he visited Vancouver, Honolulu, Fiji, Bangkok, Athens, and Rome, as well as Australia and New Zealand.

SERVED IN FAR EAST

Since completing his training he has served at R.N. Air Station, Yeovilton, and H.M.S. Ariel, and last December returned to H.M.S. Daedalus after 18 months in the Far East,

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7,000-year-old game reaches Lossiemouth



REAR-ADMIRAL D. W. Kirke, the Flag Officer Flying Training, who was in command of R.N. Air Station, Lossiemouth, three years ago when it was decided to have a tenpin bowling alley, officially opened the new four-lane centre on May 6.

With him as he tried his skill was a team of Wrens who had challenged the local football club. The Air Station hopes that this match was the first of many contests between services and civilian bowling teams.

Money for the bowling alley has come jointly from the N.A.A.F.I. and the Nuffield Trust, and the N.A.A.F.I. have undertaken to run it.

Costing £20,000 all the equipment, supplied by A.M.F. International Ltd., is fully automatic. There is a fully licensed mini restaurant.

The bowling alley will open throughout the day, and wives and families may use the

facilities and the restaurant.

Although tenpin bowling is now known is only a few years old, becoming a rage about 1953, bowling itself, in one form or another, is thousands of years old.

The first real evidence of the game comes from Sir Flinders Petrie, who found a ball and pins in the grave of an Egyptian child, believed to have been buried around 5,000 B.C.

Dutch settlers took the game to America, and it was in that country, in order to circumvent a law which prohibited the game of ninepins, that a tenth pin was added and the game obtained its present name.

Wrens of R.N. Air Station, Lossiemouth, look on as Rear-Admiral Kirke tries his skill in the new bowling alley

ARTIFICER RETAINS CHAMPIONSHIP

Ordnance Artificer George Leadbeater, who lives at Horn-dean, and who is one of the Navy's main hopes at Bisley this year, retained the Portsmouth Command Small Arms Championship at the meeting which ended at Tipnor on May 13.

Shooting for the R.N. Barracks, O.A. Leadbeater faced stern competition from competitors from establishments and ships. He won the X class categories in the rifle, sub-machine gun, and pistol events, as well as winning the rifle championship.

The premier prize of the meeting, the Portsmouth Gun, was won by H.M.S. Excellent. The R.N. Barracks, which has held the trophy for the past two years, tied with H.M.S. Collingwood for second place.

Admiral Sir Frank Hopkins, Commander-in-Chief, Portsmouth, presented the prizes at the end of the meeting. He had taken part in the senior officers' pistol competition, won by the Chaplain of the Dockyard, the Rev. Kenneth Evans, R.N.

AIR COMMAND MEETING

Radio Electrical Artificer L. G. Clarke won the service rifle championship at the Air Command rifle and pistol meeting at Browndown, Gosport, on May 18.

Last year's winner, C.E.R.A. A. J. Clark, did not compete.

R.E.A. Clarke, "a fine marksman, a natural shot" Lieut. G. M. Ramsay, R.N., who helped to organise the meeting, won the event in 1960, and the same year he won the Navy Championship at Bisley.

H.M.S. Daedalus once more retained the two major team trophies for the rifle shooting—the Bambara Bowl and the Daedalus Trophy.

NAVY GOLF CHAMPION

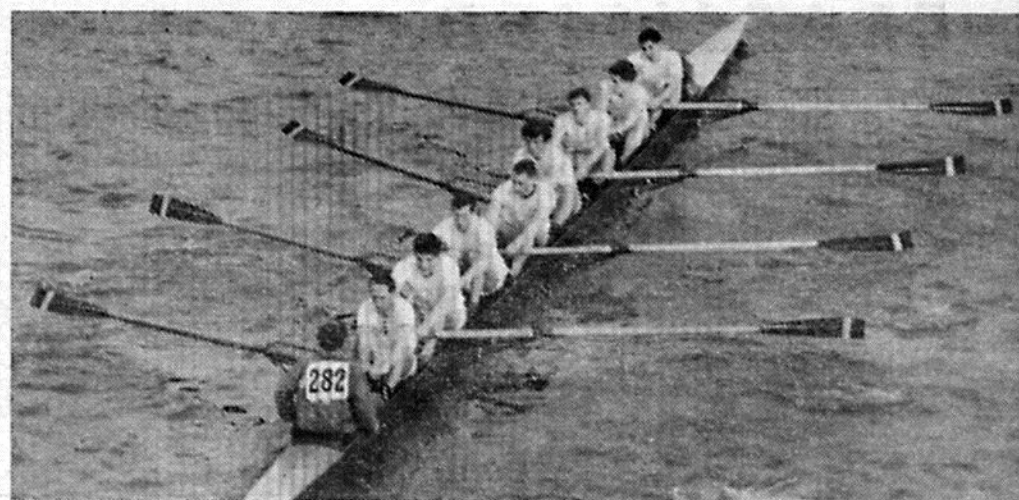
C.P.O. John C. Lawrence, of the R.N. Air Station, Brawdy, has become the Navy Golf Champion for the third time, having held the title previously in 1962 and 1963.



C.P.O. J. C. Lawrence

He has a handicap of three and has played in such distant places as Hong Kong, Singapore, Japan and Australia.

C.P.O. Lawrence has been in the Royal Navy for 15 years.



The Portsmouth Command racing eight taken from Hammersmith Bridge during the four and a half mile Thames Head of the River race. Bow, Lieut. L. M. Bland (Daedalus); 2, L.R.E.M. J. B. Gregory (Dolphin); 3, Inst. Lieut. J. E. McGeorge (Collingwood) (captain); 4, S.A. J. Williams (Whitby); 5, Lieut.-Cdr. J. Blandford, U.S.N. (Dryad); 6, Lieut. D. Knowles (Collingwood, now in Cambrian); 7, L.M.(E) M. Phillips (London); Stroke, Inst. Cdr. P. d'Authreau (Mercury); Cox, Art. App. E. Checkley (Collingwood)

Naval oarsmen were not disgraced

R.A.F. GLIDERS ARE TOPS

The Inter-Service Team Gliding Championship at Lasham (Hants) during May was won by the Royal Air Force with an aggregate of 917 marks.

The Army took second place with 775, and the Royal Navy team was third with 714.

There were eight pilots from the Royal Air Force, five from the Army, and three from the Royal Navy.

NAVY XI BEATEN

Winners of the Portsmouth Football Association Junior Cup—Paragon—beat a Portsmouth Royal Naval XI in a friendly match on May 10 by two goals to nil.

The match was in aid of the Gosport and Fareham Schools Football Association.

THE Portsmouth Command Rowing Club is the only institution which enables ratings to take part in rowing—as distinct from boat-pulling—the only other naval rowing clubs being at Britannia Royal Naval College, and the Royal Naval Engineering College, Manadon.

The club came into being last October with the acquisition of two racing fours. It has since added a racing eight, a heavier training four and another racing four.

In four private races against the Colleges, the club has won twice. In the Bedford Head of the River race, the club eight came 33rd out of 48 crews.

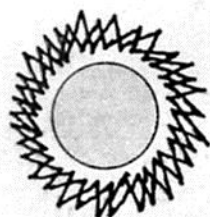
In the Thames Tideway Head of the River the crew did well in a heavy borrowed boat to come 261st out of 335 crews, having started 282nd. In this race more eights are attracted

than in any other in the world.

Training has now started for the summer regattas in various parts of the country. These involve short-distance events, rarely more than a mile.

The boathouse is at the Royal Clarence Yard, Gosport, and now that there are plenty of boats anyone who is interested and willing to train hard will be made very welcome.

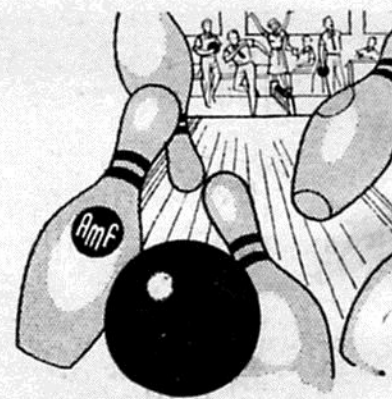
Those interested should contact Inst. Lieut. J. E. McGeorge or L.R.E.M. C. Freeman at H.M.S. Collingwood, or Inst. Cdr. P. J. R. d'Authreau at H.M.S. Mercury.



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Browse through the 1966 Naafi Catalogue in your Naafi shop and remember that Naafi instalment credit can help you to buy now.



AMF congratulate Royal Naval Air Station Lossiemouth on the opening of its own Tenpin Bowling Centre equipped with the famous automatic Pinspotters.
Good bowling to all bowlers.



Though talk of settlement and peace may be in the air, the way of life for 16,000 officers and men of Britain's Far East Fleet continues to be dominated by one word—

CONFRONTATION

THE FLEET in the FAR EAST

'Navy News' Supplement



Commander, Far East Fleet, Vice-Admiral Sir Frank Twiss

Royal Navy's biggest force

WITH more than 70 ships, ranging from minesweepers to carriers, the Far East Fleet is the largest in the Royal Navy. It covers a vast area—from the Maldives in the west to the mid-Pacific in the east.

The fleet, under the command of Vice-Admiral Sir Frank Twiss, consists of 16,000 officers and men.

Spearheading the fleet are the carriers Eagle and Ark Royal, equipped with Buccaneer, low-level strike aircraft, Scimitar strike fighters, Sea Vixen all-weather fighters, and Gannet early-warning radar aircraft.

They also carry Wessex anti-submarine helicopters.

The commando ship Albion carries Mark 5 Wessex helicopters.

Other ships of the fleet include the guided missile destroyer Devonshire, armed with

Seaslug and Seacat missiles, and a variety of destroyers and frigates formed into escort squadrons.

A submarine division is based on Singapore, and a second is manned and operated by the Royal Australian Navy.

The fleet's inshore flotilla is constantly on anti-confrontation patrols.

The Naval Base at Singapore occupies an area of 2,500 acres and is roughly five and a half miles in length. It employs 9,000 men, mainly Asian, but including 500 Europeans.

The dockyard is able to take any ship now in service, or projected by the Navy. Ships up to the size of cruisers can be accommodated in five floating

docks, while the King George VI dock can take all warships afloat, except the larger type of American carrier.

The dockyard contains workshops and stores to support the entire fleet, and the engineering side can undertake major repairs. The electrical side can deal with the latest electronic machinery.

About 10,000 Asians live in the base, which has its own police force and fire brigade.

The Royal Naval Barracks, H.M.S. Terror, can accommodate 1,300 ratings and 120 officers.

Off Labuan

Eighteen Wessex 5 helicopters of 848 Squadron, Royal Navy, fly over H.M.S. Albion at anchor off Labuan.

ROYAL Navy helicopters took part in one of the biggest movements of troops ever undertaken during May when they lifted three military units in Malaysian Borneo.

Operating from the commando ship Albion, Wessex heavy lift, twin-engined helicopters of 848 Naval Air Commando Squadron flew in men of 40 Commando, Royal Marines, who replaced a Malaysian Battalion in the Simanggang area of Sarawak's Second Division.

Then they lifted the Malaysians into the Lundu District of the First Division, bringing out men of 42 Commando, who had completed a five-month tour of Sarawak.

Her mission completed, H.M.S. Albion sailed for Singapore to disembark 42 Commando. At the naval base, about 250 wives gathered to meet their husbands.

42 Commando has now completed its fifth tour of Borneo and its third in Sarawak's First Division, since first going to Borneo in December 1964 as part of the Force which quelled the Brunei revolt.

40 Commando is returning, for its sixth tour in Borneo, having served three times in the First Division. They are based for the first time in the Second Division.

'Battle' in the South China Sea

WARSHIPS of Australia, Britain, New Zealand, and the United States are taking part in this year's SEATO Maritime Exercise, Sea Imp.

At Manila, they joined ships of the Philippine Navy to make a total of 45 ships and submarines, and about 100 aircraft in the exercise.

The exercise director is Rear-Admiral C. P. Mills, Flag Officer second-in-command of the Royal Navy's Far East Fleet. He will direct the exercise from his flagship, H.M.S. Devonshire, one of two British guided-missile destroyers taking part.

The largest ships will be two aircraft carriers, H.M.A.S. Melbourne, and the U.S.S. York-

town. The U.S.S. Salisbury Sound, part of the United States contingent of 14 ships, will carry the exercise deputy director, Rear-Admiral R. M. Isaman, who is Commander Patrol Force, Seventh Fleet.

New Zealand is contributing the frigate H.M.N.Z.S. Otago. Six Philippine Navy ships, including the patrol frigate R.P.S. Rizal, and the patrol craft escort R.P.S. Cebu, are involved.

Six submarines—three British and three American—are also taking part. Shore and sea-based aircraft are being provided by Australia, the Philippines,

Britain, and the United States.

After harbour and sea training exercises, a major convoy operation started from Manila and was due to end in the Gulf of Thailand on June 6.

WILL STEAM 2,000 MILES

During this phase, in which the Fleet will steam 2,000 miles across the South China Sea, it will be subjected to surface, air, and submarine attacks. Replenishment at sea from fleet supply ships will be carried out at this time.

Three basic objectives of the exercise are to provide combined training of assigned Seato forces in planning and execution of a maritime operation; to improve maritime tactics, techniques and doctrine; and to develop further the close working relationships and understanding among participating nations.

NEW PHASE IN COAST WATCH

In a new phase in its role in Malaysian Borneo, the Navy has started anti-infiltration patrols by assault craft from coastal minesweepers in the remote areas of the Tawau Residency in Sabah.

At the same time, offers of practical assistance and the provision of food-stuffs foster good relations with natives in remote areas.

This was once one of the most lawless areas in the world, where pirates pillaged and killed. To lesser extent, piracy continues.

The scheme is now being operated in the Darvel Bay area, where Philipinos, who over the years have settled in Sabah from nearby Philippine

islands, Malays, and other races live in isolated coastal habitations.

Because of its remoteness, it is believed that this stretch of land could be infiltrated by Indonesian terrorists, attacked by pirates, or possibly become a breeding ground for subversive activities.

It is hoped in the future that frequent visits will be made to these isolated villages, and also to instigate some big projects, such as the building of a jetty.



"I told you it was a mistake making Able Seaman Scratchit captain of the ship for the day"



A MOMENT OF REAL BATTLE

Grenades at a minesweeper

CONFRONTATION began to mean something at 0615 on Monday, November 16, 1964. Until then, ships of the Far East Fleet's inshore flotilla had spent over 17 months in long, tedious, and seemingly meaningless patrols off the coast of Malaysia.

Until this particular morning nothing had happened. Ships of the Royal Navy and Royal Australian Navy had spent more than half of their time in deterrent patrols off Sarawak and Tawau and more recently off West Malaysia and Singapore, but without reward.

Compensation came in a brief moment of battle. Compensation for the hundreds of sampans, kumpits and kotaks that had been stopped and searched.

CRAMPED QUARTERS

Compensation for ship's companies of those minesweepers which had steamed hundreds of thousands of miles in cramped and uncomfortable ships irrespective of the North East Monsoon off Sarawak.

The fillip to morale came when a routine inspection of a high speed sampan off Singapore turned into a brief but



Capt. A. B. Clarke, R.N.—
Captain Inshore Flotilla.

bloody engagement. Three Indonesians sought to engage the minesweeper Fiskerton with

grenades and sten fire from point blank range. An alert officer of the watch and coxswain killed all three before any significant damage was inflicted.

Since that dawn attack the Inshore Flotilla has steamed over a million miles of further anti-infiltration patrols. The Flotilla's size increased in 1965 with the involvement of the Royal New Zealand Navy ships Hickleton and Santon, and the commissioning of four R.N. minesweepers and four Seaward Defence Boats, who all formed the 11th Mine Counter measures Squadron.

Most of their crews forsook the comforts of Port Edgar (2nd M.C.M. Squadron) for a pier-head jump to defend Malaysia.

The most active period to date ended in the late summer of 1965. In 28 separate incidents more than 120 Indonesian military personnel had been accounted for and many hundreds of barter traders, all potential threats, had been turned over to the Marine Police.

HOUR-LONG INVASION

A typical incident encountered by ships of the Squadron, is described in a local press report on March 25, 1965. "A new gang of Indonesian invaders made an abortive bid to link up with a small guerrilla force which landed in East Johore earlier this month. Four naval ships, the Invermoriston, Maryton, Puncheston, and Lullington, part of a large coastal anti-infiltration patrol, foiled the attempt in a series of battles in which at least 20 Indonesians were killed and 19 captured. At least seven more of the invading force are believed to have been killed and drowned during an hour long sea engagement.

"Three members of the ships' companies were slightly wounded. Slight damage was caused to a patrol ship by Indonesian gun and mortar fire." The slight damage referred to was more than 50 bullet holes.

'FEED' SHIPS OF THE R.A.F.

SOUTH and east of Aden lie the vast areas of ocean to the south of Asia, between Africa and Australia, down to the Antarctic region. Bordering this ocean are the volatile newly emerging states of East Africa to the West, and Malaysia to the east.

The Naval hub for this area is Singapore.

The Far East Fleet, which mainly upholds Britain's interests in this enormous area, requires a sea-going stock of fuel-oil, ammunition, food and innumerable stores.

All these are carried in ships of the Royal Fleet Auxiliary—store ships and ammunition ships and tankers—which transfer them at sea.

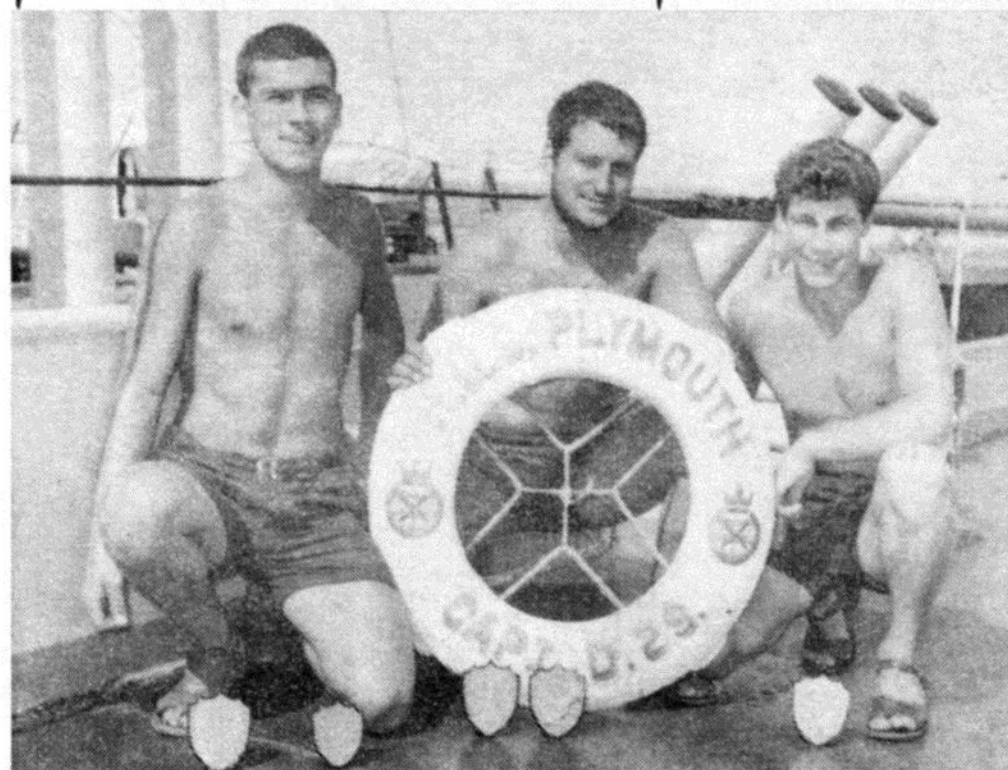
REPLACEMENT GROUP

Each aircraft carrier has an underway replenishment group

consisting of a fleet tanker, carrying fuel oil and aviation fuel, an ammunition ship carrying bombs, rockets, shells and all forms of light ammunition and a store ship with food, clothing and all manner of spare parts for the carrier, her escorting warships and the carrier aircraft.

The modern R.F.A. carries helicopters which are capable of finding and sinking submarines, and R.F.A. Officers and ratings, although merchant seamen, are an essential part of the Fleet in the Far East.

Champions Three



THREE current Far East Fleet champions are all serving in H.M.S. Plymouth, the Leader of the 29th Escort Squadron.

On the left is A.B. Mole, who is the reigning Far East Fleet middle-weight boxing champion, and the middle-weight boxing champion of the Navy.

In the centre and on the right are A.B.s Tuck and Hart, the bolos throwing team champions. "Friar" Tuck is also the individual winner, with a mighty throw of 259 ft.

Until recently, the bolos was used as the primary means of passing the first line while replenishing at sea in the Far East Fleet.



Naval 'Invasion guard' at vital entry points

THE two most extreme points of Malaysian Borneo—to the west of Kuching in Sarawak, and to the east at Tawau in Sabah—are the most vulnerable points for any proposed seaborne invasion from Indonesia. It is here, therefore, that the Royal Navy has deployed its ships.

Their very presence has stopped any seaborne invasion plans that the Indonesians might have and also provides protection to the flanks of the Security Forces, which are stretched along a 1,000 mile border-line.

From these two areas, the Royal Navy ships carry out anti-infiltration patrols, stopping and searching suspicious craft which might be carrying terrorists and weapons.

In the Tawau area, where, because of the physical make-up of the region, there is more likelihood of seaborne infiltration, the Navy has a guard-ship, either a destroyer or a frigate, and three minesweepers.

PIRATE SHIPS

These ships are continually patrolling an area of something like 150 miles from the territorial water-line opposite Nunukan, Indonesia's main military headquarters in that area, to as far round the coast as Sandakan, which, like Tawau, is a small trading port.

Barter traders, mostly from Indonesia itself, and even pirate ships are to be found in Cowie Harbour, the name given to the bay in which Tawau is situated, and the Navy is kept busy making sure that no terrorists or weapons are on board before handing them over.

The guardship has the added role of providing heavy artillery fire support for the military units opposing the Indonesians.

Airmen visit Barrosa

The Royal Air Force visited H.M.S. Barrosa in the form of an aircrew of one of the Shackletons of 205 Squadron from R.A.F. Chagi, Singapore.

This is one of the squadrons who keep eagle-eyed vigilance from above, and work in close contact with Barrosa and other ships when on patrol.

They were shown round the operations room, and then given a general walk round the ship.

The good relationship has borne fruit in that a number of ratings have been for flights in Shackletons.

H.M.S. Manxman, a mine-sweeper support ship with the Far East Fleet

At Kuching

H.M.S. Devonshire, the Royal Navy's first guided-missile destroyer, in the Sarawak River outside Kuching. Devonshire is armed with Seaslug and Sea-cat missiles.

Devonshire takes TV to Borneo

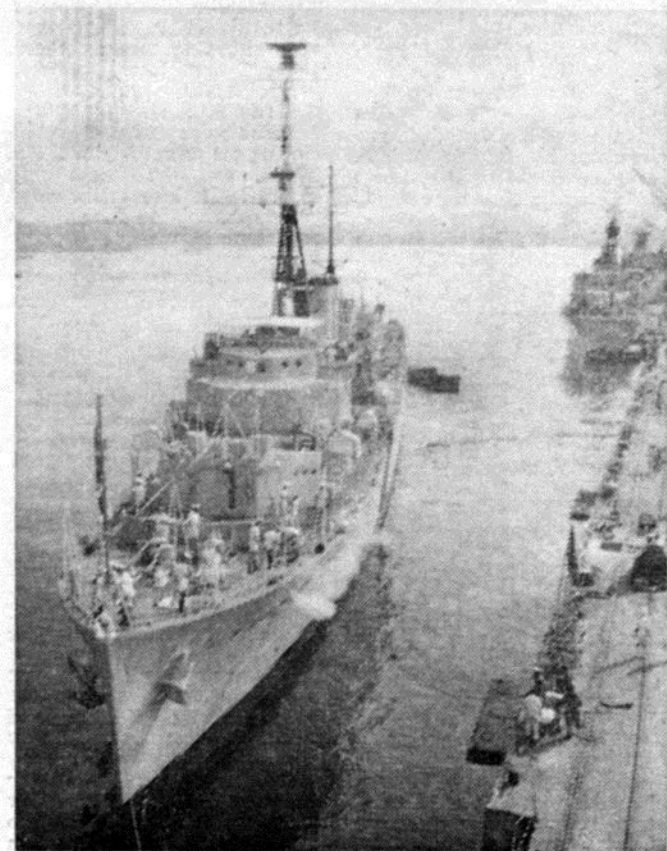
For the first time in their lives, children in Borneo were able to watch television when H.M.S. Devonshire, on a week's tour of Borneo, gave a party at Jesselton, capital of Sabah.

It was originally planned to entertain 100 children, but the event was so popular that near 200 came on board. The ship's flight deck had a fairground atmosphere, and the sailors acting as hosts were dressed in pirate rig.

As the children, of mixed race, entered the dining hall for tea, they watched themselves on a closed television circuit, the ship being equipped with its own TV studio.

The party ended with a mock battle between sailors in the ship and a party of pirates in one of Devonshire's motor launches trying to board.

Seven M.P.s., all ex-Royal Marines, went back to the Corps for a day when they visited the Royal Marine Commando School at Lympstone.



BUILD-UP OF FAR EAST AIR STATION

10,000 landings in year

THE Navy's extensive use of helicopters in a variety of roles ranging from anti-confrontation patrols and submarine detection, to commando carrying and the ferrying of medical aid to jungle villages, is highlighted by the build-up of the only naval air station outside Britain.

The station is R.N. Air Station Sembawang—H.M.S. Simbang—a few miles from Singapore Naval Base, where last year there were well over 10,000 landings.

It is here that helicopter facilities for the Far East Fleet are provided. All new machines and those needing repair are received here and accommoda-

tion is provided for crews and machines from visiting squadrons, from commando ships and anti-submarine squadrons, from fixed wing carriers, and other ships' helicopters.

Originally intended to be a two bomber squadron station for the R.A.F., Sembawang was carved out of a rubber estate in 1937, and a couple of years later it was transferred, on paper, to the Admiralty.

When the Japanese occupation came to an end in September, 1945, a Naval advance party, under Captain H. A. Trail, R.N., took over.

MALAYAN BIRD

In the October, following its return to the Royal Navy, the station was commissioned and named Simbang, after the Malayan frigate bird.

On a table in the office of the present Captain, Lieutenant-Colonel D. C. Mahoney, R.M., the only naval air station to be commanded by a Royal Marine officer, lies the sword surrendered by the Japanese station commander, to Captain Trail.

Since the war Sembawang has had a chequered career. It was active during the Korean war, and since the start of Indonesia's confrontation policy, has rapidly expanded to meet operational requirements, and now has many roles, including dropping facilities for the R.A.F. Far East Parachute and Survival School.

Sembawang is the home of the R.A.F. Gliding Club and the Army's Free Fall Parachut-

(Continued in Column 4)



Air troop is link with outside world

A FEW hundred yards from the Indonesian border, from which Indonesian troops are not averse to popping off a few mortars, is a small landing pad, and several times a week a three-seated Sioux helicopter cautiously lands.

The position is manned by men of 42 Commando, Royal Marines. The main link with the Commando's main base at Lundu—and thus the outside world—is by air which, to a large extent, means the Sioux choppers of the Commando's Air Troop, led by Lieut. Peter Cameron, R.M., of Chelsea.

Since the Air Troop was formed in October, 1965, in Singapore (only the second to be attached to a Commando), Lieut. Cameron and Lieut. Gregson, R.N., of Horncastle, have done most of their flying in Sarawak.

With the Marines spaced over a large area of jungle, ragged mountain ridges, and forests of huge trees, the two Sioux have been kept constantly busy.

Nearly 70 per cent. of the flying has been the carrying of passengers and stores between the Marines' three locations, but the Sioux have also been employed in visual reconnaissance, directing artillery fire, radio relay, and forward air control.

Since the formation of the Air Troop the choppers have clocked up over 400 flying hours in 1,600 sorties, carrying more than 1,600 passengers (plus a dog), and more than 67,000 lb. of stores.

They have also carried out nearly 40 casualty evacuations, including a number of ill native people.

To look after the servicing of the helicopters is a team of naval air mechanics under the control of C.P.O. Michael Bucknall, of Helston.



C.P.O. M. Bucknall

(Continued from Column 2)

ing Club, and just outside the gates is a jungle-training walk which can keep one occupied for anything from a couple of hours to cover a 700-yard stretch, to two days.

It has its own cross-country course and a fishing pond, and when funds allow a nine-hole golf course is to be built.

received serious head injuries and, after considerable difficulties, he was winched out.

Before the original casualty could be moved further clearance of the jungle was necessary, and Lieut. Smith flew in two loads of explosives.

Finally, on the third day, it was possible to airlift the entire Army patrol, including the injured man, from the jungle, and to fly them by way of Bario, where 848 Squadron has a forward operating base, to Brunei.

RADIO IN THE CLOUDS

A SMALL party of British soldiers who man a radio relay station on top of an 8,000-foot mountain in Sarawak, Malaysian Borneo, are entirely dependent on the Fleet Air Arm for everything from food and water to clean laundry.

Wessex helicopters of 848 Naval Air Squadron flew in the men and equipment to build the station and now the same helicopters are the only live link the soldiers have with the outside world.

For up to three weeks at a time the signallers live alone on the mountain top which is covered in cloud practically the whole time. Although only four degrees north of the equator, the weather is so cold that the signallers have to wear special warm clothing.

The squadron flew in soldiers with tools and explosives to hack out space for a small landing pad and camp. Then heavier equipment, including corrugated iron and timber, was flown in for the building of the radio station itself.

Lieut. Peter Faulks, R.N., of Ivybridge, said that the weather conditions are so bad that there is perhaps only an hour a day when the thick, damp cloud clears and a helicopter can land. Because of the height of the mountain there are tremendous down-draughts and other air turbulences which call for all the pilot's skill to land and take-off.

Road builders in jungle

A Royal Australian Engineer Troop is busy hacking out of the jungle in the interior of Sabah, Malaysian Borneo, a 50-mile strip of road, and 848 Naval Air Squadron is providing the troop with invaluable assistance.

The engineers are following, roughly, the course of a river, using flame throwers to cut a track, explosives to blast the trees, and finishing off with a bull-dozer.

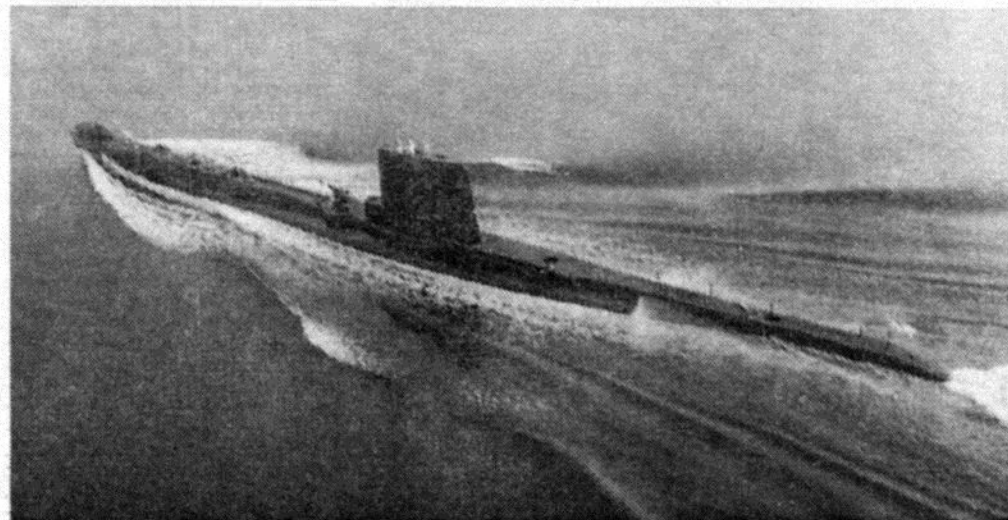
848 Squadron, every week or so, lifts the Australians' camp, including cooking apparatus, material for living quarters, and a certain amount of road-building material, and then land the load at a pre-arranged spot further into the interior.

Andrew 'roughs it' in Labuan

When it was announced that H.M. Submarine Andrew was to visit Labuan, there were hurried calls for maps and charts and when it was discovered that the place was a small virtually uninhabited island in a malarial area off the north-west coast of Borneo, groans were the order of the day.

The visit, however, was a great success. The submarine berthed alongside, about ten minutes from the town and five minutes from "Australian House"—a large tent with a bar run by the Australian Signal Corps.

As one sailor said as he sat in the beer tent—"Me, I like roughing it in the jungle."



UNDER CHOPPER SEVEN MILES

IT took three days to rescue a soldier who had sustained abdominal injuries, from a jungle clearing on a mountain-side close to the Indonesian border.

A Wessex aircraft of 848 Naval Air Squadron, flown by Lieut. "Mike" Smith, of Helston, and Lieut. David Baston, of Talybont-on-Esk, succeeded in finding the patrol with the injured man, but was unable to land because of lack of space. The helicopter could not winch up the injured man because of

the steepness of the slope, and surrounding high trees.

The clearing was enlarged, but was still too small, and so Lieut. Smith was suspended in a strap, with a stretcher, at the end of a rope from the wire winch, and flown beneath the aircraft for seven miles from a small air strip.

Lieut. Smith then discovered that a second soldier had

WENT FOR A WEEK AND STAYED 80 DAYS

Back in Singapore after 80 days at sea—the crew of the RFA tanker Tidepool. When she originally put to sea with aircraft carrier H.M.S. Eagle, the tanker was expected to be away from Singapore for a week!

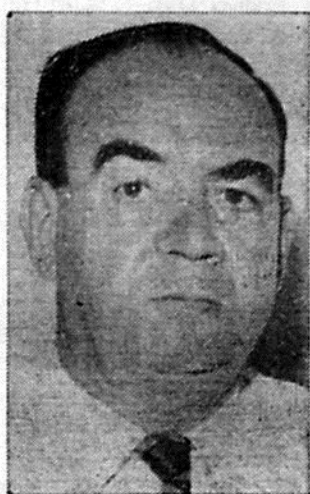
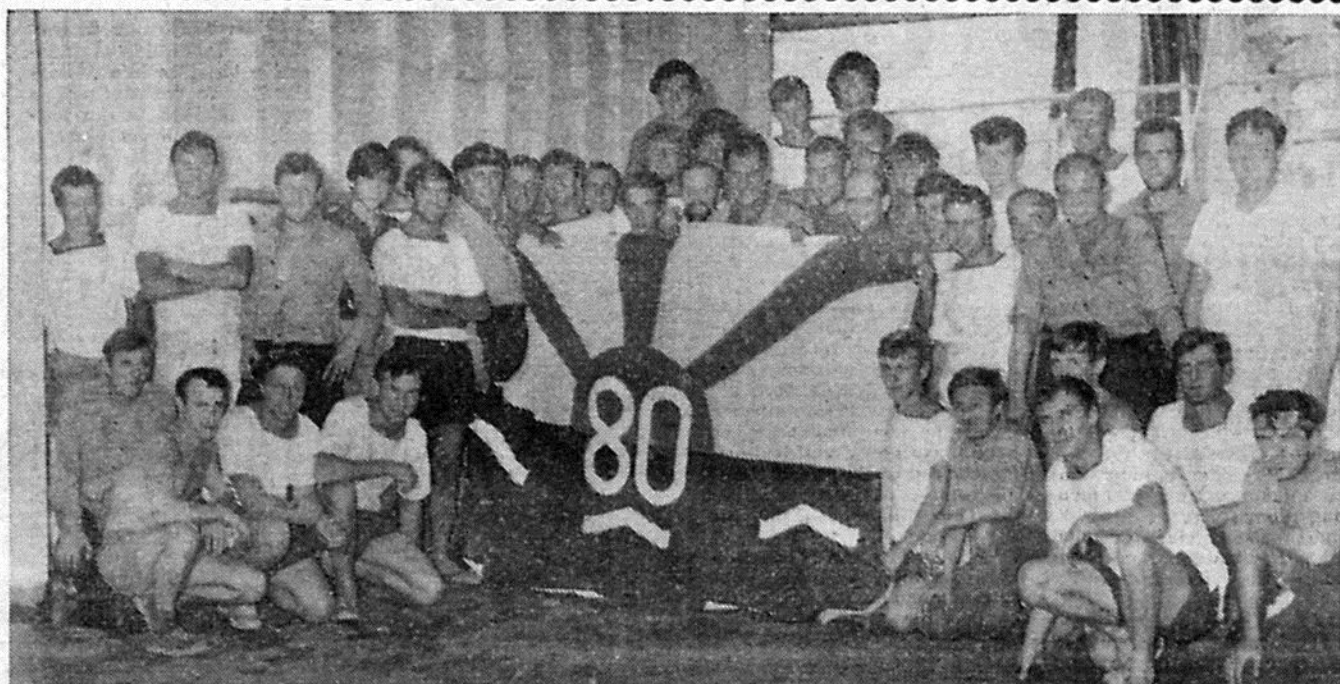
'Friend and adviser of all aboard'

TWENTY Royal Naval Chaplains of varied denominations might be thought enough to cope with the 15,500 souls of the Far East Fleet.

Add, however, the nearly 3,000 family units (the last figure can be multiplied several times to produce the total number of people) and the job for the priest or parson can be seen to be more than busy.

The chaplain may be seen to be "jack-staying" from carrier to frigate or from destroyer to destroyer, taking with him his pocket portable "church".

Nothing clever about all this, you may think. But the strain and tension of life on patrol in a minesweeper, in the Malacca Straits or the tedium of sitting in Tawau wondering what it's all about, can be lightened by the "friend and adviser of all on board."



Mr. O. J. Holness

EAGLE GAVE NAAFI OUTSIZE PROBLEM

THE sudden departure of H.M.S. Eagle from Singapore to the Middle East Station last November gives an idea of the outsize problems with which Far East NAAFI officials have to cope. They had 36 hours to get stores aboard!

Undaunted, and despite the added difficulty that the main warehouse is 19 miles from the Naval Base, the staff rolled up their sleeves. The results speak for themselves. Within the time limit 38,846 commodity items, including 800 dozen beefburgers which had to be broken down from frozen meat and individually made, 120 yards of haircombs (which caters for a lot of heads), 3,456 packets of biscuits, 4,000 cases of cigarettes and most important of all, say the sailors, 6,400 cases of beer, were loaded.

Around the same time the R.F.A. Fort Dunvegan was loaded with "top-up" requirements and a total of 13,114 cases of items were put on board within 15 hours.

The man in charge of this and

all other NAAFI Navy activities is Mr. O. J. Holness, supervisor, Naval Canteen Service for Singapore and the Far East Fleet.

Under him is a staff of more than 90, looking after the ship and shore establishments.

"Today you can get anything through NAAFI. If a chap wants an engagement ring, we'll fix it up, likewise a wedding ring—and if he wants a reception he can leave it to us," said Mr. Holness.

For ships at sea, two of the Royal Fleet Auxiliaries, Fort Charlotte, and Fort Dunvegan, are used, the forward part of each ship being reserved for NAAFI stores. Two more R.F.A.s carry a reduced range of supplies, under the control of the Victualling Stores Officer.

Every sailor a shareholder

IF a piece of real estate on Hong Kong's busy water front was to be put up for sale tomorrow, each rating in the Royal Navy would be able to put an estimated £15 or thereabouts in his pocket. The property is the famous China Fleet Club, which is owned by the Lower Deck. Not that there is any prospect of it going on the market—it is far too valuable an amenity.

The club was built in 1934 with funds contributed by the Admiralty and fifty of the Lower Deck, who also manage it. It provides leave accommodation, air-conditioned bars and lounges for junior and senior ratings, billiards, good restaurants, and shopping facilities where one can be certain of getting a square deal.

Recently the old cinema was converted to an up-to-the-minute bowling centre, with eight fully automatic lanes—the first to be provided in the Colony. A dance and tombola hall are other new attractions.

INTERNATIONAL AIR

Members of other Services are allowed to use the club as honorary members, and the club takes on an international air when visiting foreign navies accept hospitality. One of the floors has been leased to the American Navy.

The club building, though

Stonecutter islanders

Over one hundred years ago prisoners in the new colony of Hong Kong were taken from their prison hulks and set ashore on the small island of Ngong Shun Chau to hew the stone which was to build them a more permanent home. The idea clearly did not appeal, for a mass escape deprived the authorities of would-be tenants and the plan for the jail was abandoned.

Today, the island known now as Stonecutters, lying west of Kowloon peninsula and north of Hong Kong island, houses the Royal Navy-manned Joint Services Transmitting Station.

Their job is to provide all high power radio transmissions for all three services, their main route being to Singapore.

Their isolated life—only Service personnel are allowed on the island—has its advantages and disadvantages.

The housewives—who are generally thankful for the tranquillity of the island after the hustle and bustle of Hong Kong itself—can buy all their immediate needs at the NAAFI store, which will also order anything else. For window shopping, however, they take the 20-minute ferry trip to Kowloon.

dwarfed by the colony's skyscrapers, is a notable landmark with its mammoth neon advertising signs.

It is managed by Chief Petty Officer Writer K. L. Palmer, a Navy pensioner. He joined the

Service in 1939, and was awarded the B.E.M. in 1953 while serving on the staff of the Flag Officer Second-in-Command, Far East Fleet. He is assisted by a deputy and several assistants.

Chinese recruits for the Service

THREE people to look after 1,100 men. That's the story of a small office in H.M.S. Tamar, the shore base of the Commodore-in-Charge, Hong Kong. The three—two ratings and a civilian—are responsible for the recruitment and drafting of all Hong Kong based official, and "unofficial" Chinese serving with the Fleet.

The two ratings, a Petty Officer and a Leading Seaman, deal with 700 Chinese ratings, of whom some 400 serve at sea as stewards and cooks. The remainder fill shore posts in a similar capacity, as well as shipwrights, E.R.As. and sick berth attendants. An average of 12 men are recruited each month. The men sign on for three years but a good percentage—around 40 per cent—leave after their tour is over, finding jobs in Hong Kong hotels.

The staff of two also look after their welfare, and in this respect they are treated in exactly the same way as U.K. ratings. Cases of family difficulty are investigated, and if necessary, the rating is flown home to Hong Kong.

From the same office a Chinese civilian looks after the employment of Chinese "unofficials" who go to sea. These include barbers, shoemakers, tailors and the like.

The China Fleet Club,
Hong Kong



42 COMMANDO'S DUTY IN SARAWAK

AT the end of its fifth tour in Borneo, and its third in the First Division of Sarawak, 42 Commando, Royal Marines, has returned to Singapore.

The Commando first went to Borneo in December, 1964, as part of the force which quelled the Brunei Revolt, and arrived in Lundu for its present tour on board the Commando ship H.M.S. Albion on December 13, 1965.

Because of the build-up of Indonesian troops across the border, the entire Commando has been concentrated in the Lundu District for its present tour.

Operationally it has been a busy one. Not only have the marines been patrolling intensively the long and rugged border and manning border bases, but also searching the interior areas for infiltrators which had previously defected to Indone-

sia for military training.

They had many acts of external aggression and internal incidents to deal with.

Although the main aim in Sarawak has been to counter Indonesian aggression, they have been able to participate in many activities with the peoples of the First Division.

Naturally sport provides a common meeting ground, and at all Kampongs where we have had bases, frequent football matches and other activities have done much to enhance good will. On previous tours in the First Division the Commando presented Kampongs with sports equipment and books for school libraries.

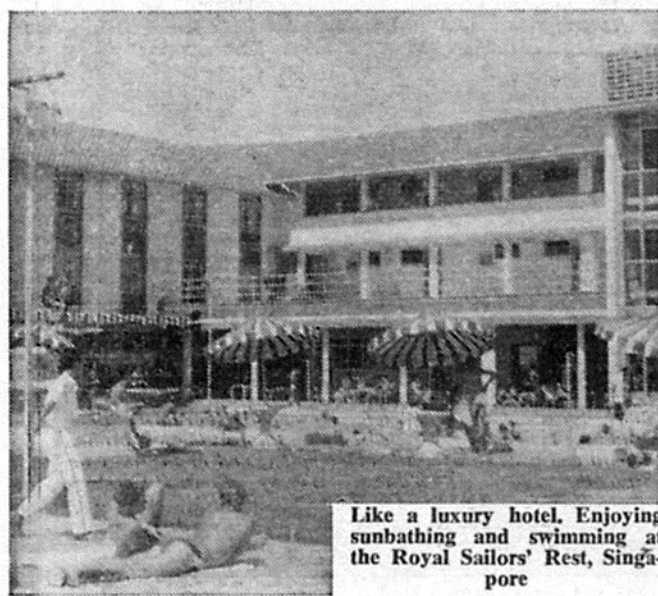
At Bau Lake, in June 1964, in a combined effort with local authorities, a part of the lake-side was transformed into a

lido with diving boards, a concrete patio, coloured awnings, and refreshment facilities.

During the current tour every effort has been made to improve the already very friendly relations with the people of Sarawak. All patrols are accompanied by qualified medical assistants who give treatment, when required, at the Kampongs on their route.

Help has been provided frequently to move very ill patients to hospital, either in Lundu or Kuching. On one occasion less than 30 minutes elapsed from an initial call for help to the time that the patient was taken to the local hospital from an outlying Kampong.

The Medical Officer himself has been on several patrols, travelling by boat, on foot, and by helicopter.



Like a luxury hotel. Enjoying sunbathing and swimming at the Royal Sailors' Rest, Singapore